

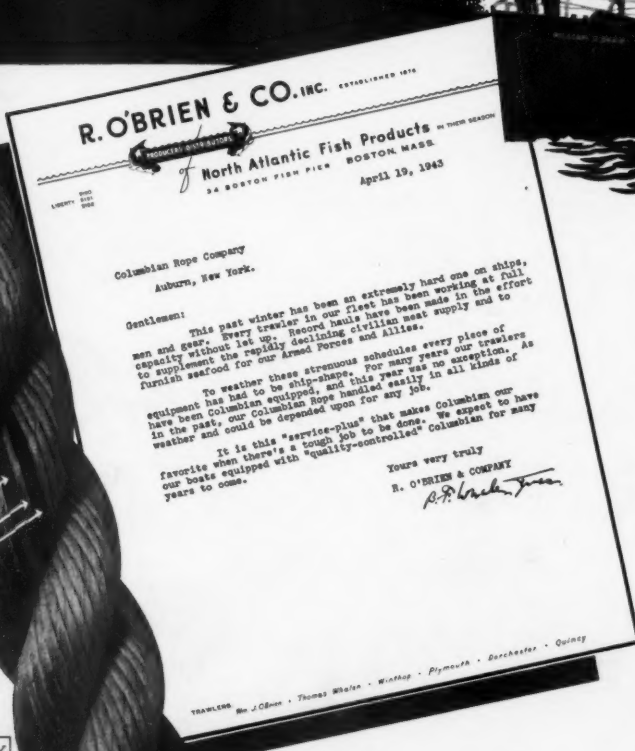
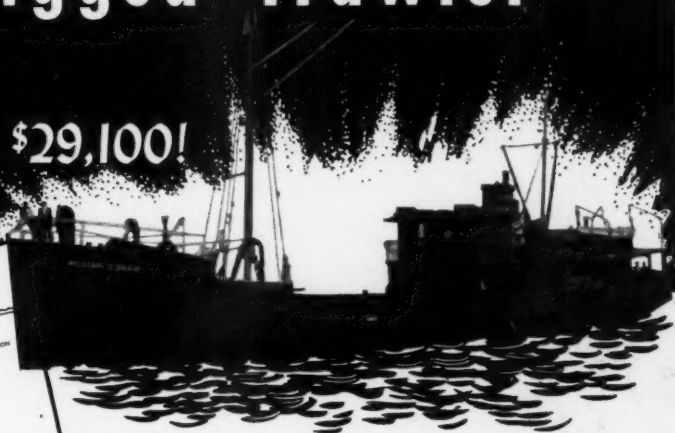
JUN 28 '43M

ATLANTIC FISHERMAN

JUNE, 1943

COLUMBIAN-Rigged Trawler

Nets Record Catches,
Stocking from \$17,000 to \$29,100!



★ Three times within three months the R. O'Brien & Company's trawler, Wm. J. O'Brien, tied up at the Boston Fish Pier with record catches for North Atlantic waters. Sailing with Captain Leo Doucet as master, the trawler stocked \$17,000 on a 7-day voyage; boosted that to \$21,933 on a 9-day voyage; and later came in after 8 days with a \$29,100 catch of cod and haddock.

Like her sister trawlers—the Thomas Whalen, Winthrop, Plymouth, Dorchester and Quincy—the Wm. J. O'Brien is exclusively Columbian rigged because Columbian "handles easily in all kinds of weather," and can be "depended upon for any job."

COLUMBIAN ROPE COMPANY

Auburn, "The Cordage City," N. Y.



Boston Office and Warehouse

38 Commercial Wharf

COLUMBIAN ROPE

ATLANTIC FISHERMAN

THEIR TELEPHONE...



HAS BEEN *DISCONNECTED!*

Undoubtedly you have had just such an experience when you were in a jam with an important piece of equipment. It is usually the result of having bought from a firm whose representatives are here today—and gone tomorrow.

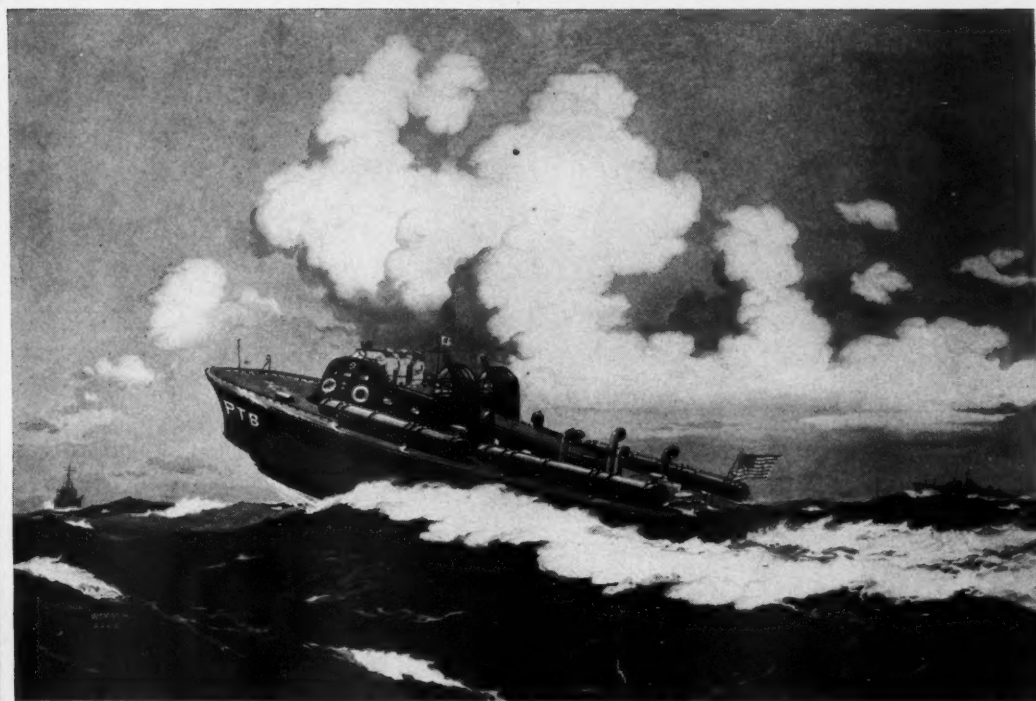
When you buy a piece of equipment—one which affects your earnings—one which may require servicing—it is well to know who is back of the man from whom you buy.

When you buy an Atlas Diesel, you'll find that back of the salesman are two modern factories—one in the East and one in the West. In the major ports you will find Atlas Factory Branches, equipped with machine shops and staffed with mechanics who know how to make an Atlas Diesel sing.

ATLAS IMPERIAL DIESEL ENGINE CO.
OAKLAND · CALIFORNIA

NORTHWESTERN DIVISION	69 COLUMBIA STREET, SEATTLE, WASH.
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SOUTHWESTERN DIVISION	3726 NAVIGATION BOULEVARD, HOUSTON, TEX.





"PT"

PAINTED BY WORDEN WOOD

Motor Torpedo Boats are the Navy's mosquito fleet and their big torpedoes carry plenty of sting. Powered by three powerful marine engines, the "PT"s move at racing speed, often engaging enemy ships so close that deck guns cannot be depressed sufficiently to hit them. In the south Pacific a group of daredevil young officers have been making legend of the "PT"s and have taken on all comers, even up to battleships.

Shipyards are hatching "PT"s almost like mosquitos. Collectively they require a tremendous amount of rope. We need your help to supply many needs like these. Urge your customers to conserve their rope and re-order only when necessary.

● The illustration is from the "American" Series of United States Naval Vessels. Write for a FULL COLOR REPRODUCTION suitable for framing.



AMERICAN MANUFACTURING COMPANY

NOBLE and WEST STS., BROOKLYN, N. Y.

ROPE TWINE PACKING OAKUM

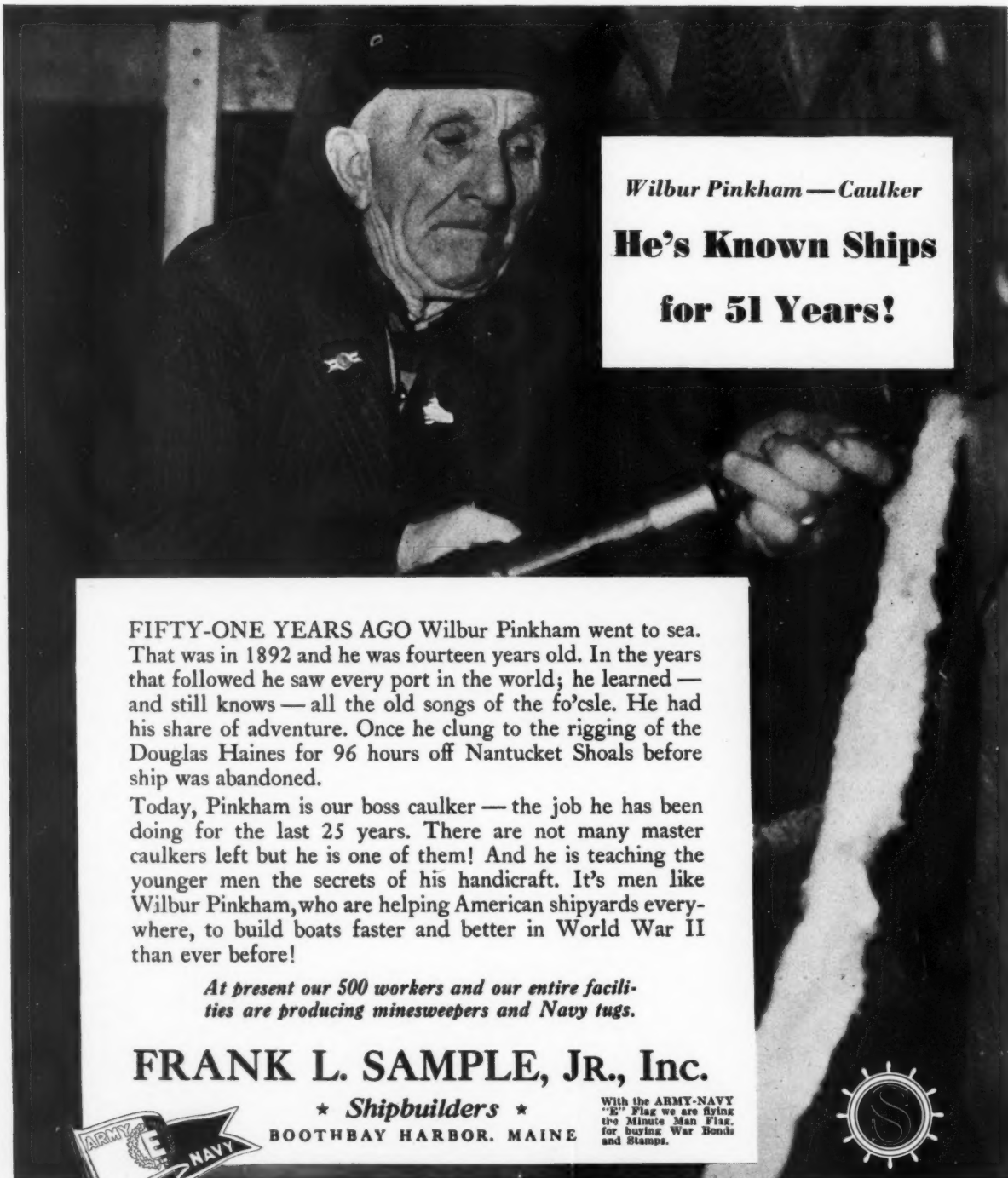
WESTERN FACTORY:

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AMERICAN MAKES GOOD ROPE



Wilbur Pinkham — Caulker

**He's Known Ships
for 51 Years!**

FIFTY-ONE YEARS AGO Wilbur Pinkham went to sea. That was in 1892 and he was fourteen years old. In the years that followed he saw every port in the world; he learned — and still knows — all the old songs of the fo'c'sle. He had his share of adventure. Once he clung to the rigging of the Douglas Haines for 96 hours off Nantucket Shoals before ship was abandoned.

Today, Pinkham is our boss caulker — the job he has been doing for the last 25 years. There are not many master caulkers left but he is one of them! And he is teaching the younger men the secrets of his handicraft. It's men like Wilbur Pinkham, who are helping American shipyards everywhere, to build boats faster and better in World War II than ever before!


At present our 500 workers and our entire facilities are producing minesweepers and Navy tugs.

FRANK L. SAMPLE, JR., Inc.

★ *Shipbuilders* ★

BOOTHBAY HARBOR, MAINE

With the ARMY-NAVY "E" Flag we are flying the Minute Man Flag for buying War Bonds and Stamps.






"This country sure is buildin' up fast"



Endowed with the richest and most varied resources on the face of the earth, Americans have applied brain and brawn to secure for themselves exceptional independence.

Products of The National Supply Company have been extremely useful in helping Americans attain this success.

Petroleum . . . the black gold that determines the destiny of nations . . . has been discovered and commercially developed in twenty-two states by users of National Oil Field Machinery and Equipment. Now, more than ever, these National products are an American asset of tremendous defensive and offensive value.

A substantial proportion of the world's oil production is brought up from the earth's interior and transported in Spang Pipe, another National Supply Company product. You'll find billions and billions of feet of it in industries, ships, homes, and other places, too.

National-built Superior Diesel and Gas Engines are internationally famous for their power and economy in oil field, marine and industrial use. Right now, they are doing active war duty on many different types of naval transport and combat vessels.

The National Supply Company is busily engaged in producing shell forgings and bombs, gun forgings and mounts, propulsion gears and ship shafting for naval vessels, and landing gears for bombing planes. In peace and in war, The National Supply Company is at the service of world industry, to help develop free enterprise through good equipment.



SUPERIOR ENGINES

Division of National Supply Co.

Executive Offices: Pittsburgh, Pa.

Sales Offices: Springfield, Ohio; Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Jacksonville, Fla.; Houston, Texas; Fort Worth, Texas; Tulsa, Oklahoma; Los Angeles, Calif.; Chicago, Ill. Factory: Springfield, Ohio.



"Proceeding with Assigned Task"

OUR assigned task is now to give the armed forces what they need to win this war.

Fairbanks-Morse Diesel Engines have become an important weapon in global warfare. Submarines of the United States Navy are each day exacting heavy toll from the enemy in his own waters.

The years of pioneering, the years of research which made this company a leader in Diesel design and manufacture are now yielding rich returns to the nation in its time of need.



FAIRBANKS, MORSE & CO.



BUILT TO LAST

Willard Marine Batteries are built throughout to Willard's exacting quality standards. Willard "Safety-Fill" and Non-Surge construction provide extra protection against loss of electrolyte and resulting corrosion. Willards have the stamina and dependability required of batteries in marine service. Willards *have the power to carry on.*

Willard MARINE BATTERIES

have the power to carry on!

WILLARD STORAGE BATTERY CO. • CLEVELAND • LOS ANGELES • DALLAS • TORONTO

TO HIT 'EM H-A-R-D-E-R



THE year 1943 promises to be the grimmest, hardest year this country has ever faced. Every effort, and every dollar of national income not absolutely needed for existence, should go into war work and War Bonds.

In the Pay Roll Savings Plan, America finds a potent weapon for the winning of the war—and one of the soundest guarantees of the preservation of the American way of life!

Today about 30,000,000 wage earners, in 175,000 plants, are buying War Bonds at the rate of nearly half a billion dollars a month. *Great as this sum is, it is not enough!* For the more dollars made available now, the fewer the lives laid down on the bloody roads to Berlin and Tokio!

You've undoubtedly got a Pay Roll Savings Plan in your own plant. But how long is it since you last checked up on its progress? *If it now shows only about 10% of the gross payroll going into War Bonds, it needs jacking up!*

This is a *continuing* effort—and it needs *continual* at-

tention and *continual* stimulation to get fullest results.

You can well afford to give this matter your close personal attention! The actual case histories of thousands of plants prove that the successful working out of a Pay Roll Savings Plan gives labor and management a common interest that almost inevitably results in better mutual understanding and better labor relations.

Minor misunderstandings and wage disputes become fewer. Production usually increases, and company spirit soars. And it goes without saying that workers with substantial savings are usually far more satisfied and more dependable.

And one thing more, these War Bonds are not only going to help win the war, they are also going to do much to close the dangerous inflationary gap, and help prevent post-war depression. The time and effort *you* now put in in selling War Bonds and teaching your workers to save, rather than to spend, will be richly repaid many times over—now and when the war is won.

You've done your bit  Now do your best!

This space is a contribution to victory today and sound business tomorrow by ATLANTIC FISHERMAN

"YOU CAN'T DRAG BOTTOM WITH A DANFORTH"

Illustrations: Chas. Bassetta shrimp and fish dealers of Fernandina, Fla. and the trawler "Ocean Bride"



Chas. Bassetta & Son's Fleet of Trawlers Replace 250 lb. Kedges with 60 lb. Danforths

Speaking for the crews of his Eagle, Ocean Bride, Sea Emperor and Marianna, Bassetta writes:

"These fishing trawlers average 55 feet O.A. and are equipped with 60 lb. Danforth Anchors. The men appreciate the advantages of the Danforth Anchors because there is nothing on which it can foul. You can't drag the bottom with these anchors. A Danforth stays put. There is no comparison between these easy to handle Danforths and the cumbersome, old fashioned weights. In a choppy sea, it makes a great difference wrestling with a small 60 lb. Danforth and a weighty 250 kedge. To be exact, I am sold on the Danforth Anchor."

Thanks Mr. Bassetta, we are always glad to have the good opinion of practical fishermen. Other fishermen are invited to tell about their experiences with the Danforth. Write and ask for . . .

**Free Folder With Practical
HINTS ON ANCHORING**

R. S. DANFORTH • 2121 Allston Way • Berkeley, Calif.



BUDA
ESTABLISHED
1881

Heavy Duty MARINE DIESEL ENGINES

A GOOD
NAME TO
REMEMBER

NO VIBRATION!

NO NOISE!

RELIABLE?—
I'VE BET MY
LIFE ON
BUDA
PERFORMANCE
MANY A TIME!

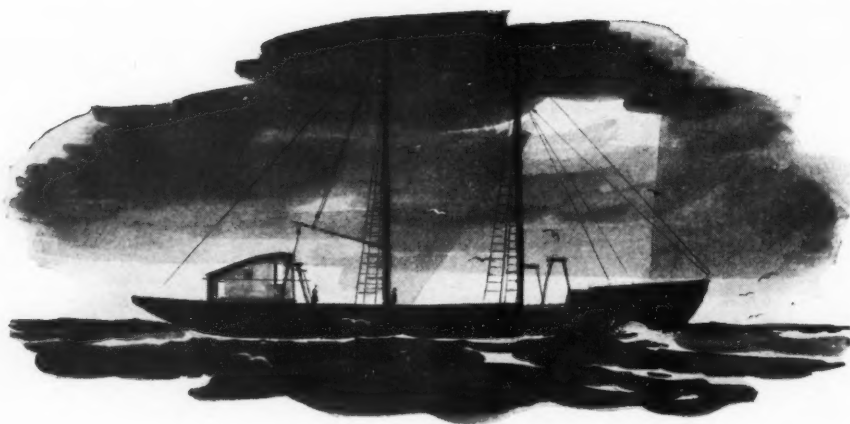
MIGHTY LITTLE
WORK FOR ME
—85% OF THE
PARTS ARE
NON-WEARING!

THRIFTY WITH
FUEL, TOO!

JOE MECHANIC

15 TO 340 HORSEPOWER

THE BUDA CO. HARVEY (CHICAGO SUBURB) ILL.



"She's always dependable
with **Gulf Quality Lubricants**
on guard in the engine room"

Plus values
in Gulf Marine Lubricants

- 1** Scientifically manufactured to meet marine service requirements.
- 2** Provide a tough film that insures an extra margin of protection to all moving parts.
- 3** Maximum stability and stamina — for long-lasting protection.

More than ever, proper lubrication pays big dividends to fishing boat operators. It means bigger hauls and fewer overhauls—and is best insurance against hazardous delays from engine trouble at sea.

That is why many leading operators put Gulf marine lubricants "on guard" in the engine room. From long experience they know the plus values in these quality lubricants—a tougher, more stable, and longer lasting lubricating film that provides greater protection to the cylinders, bearings, pistons, and valves of all types of

marine engines. Added up, these plus values mean less wear, fewer repairs, a dependable, sweet-running engine and less time lost.

Gulf quality lubricants are available to you in every commercial port in 30 states from Maine to New Mexico. Write or 'phone your nearest Gulf office today.

GULF OIL CORPORATION

GULF REFINING COMPANY, PITTSBURGH, PA.



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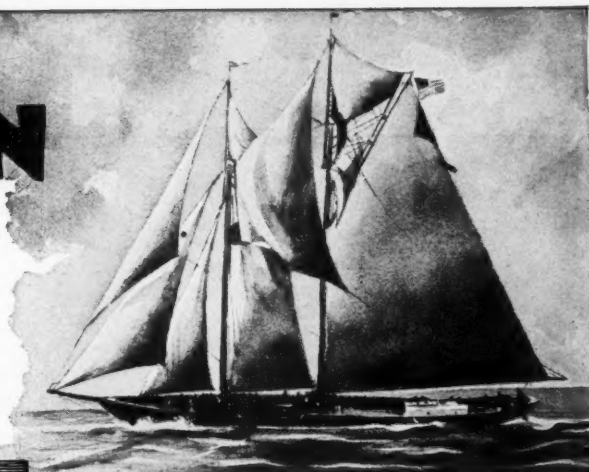
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NO. 5

Saving of All Livers Needed for War Effort

GLYCERINE has gone to war; all ordinary commercial uses have been banned. As a result, smokes will be drier, foods will dehydrate faster and medicines will crystallize sooner. In peace time, dynamite manufacture required 15 million pounds of glycerine annually, moisture retention took 100 million; while 20 to 40 million pounds went into synthetic resins, plastics, textiles, papers, radiator anti-freeze, hand lotions and other products.

The War Production Board is vigorously promoting a salvage campaign to preserve waste kitchen fats to help meet the huge requirements of glycerine for military, lend-lease and essential civilian needs. On the other hand, cod livers, a valuable source of glycerine as well as vitamins, are being utilized to but a very limited extent.

During the week April 26 to May 1 of this year, 4,210,400 pounds of liver producing fish were landed at Boston Fish Pier. On the basis of an average practical yield of 4%, the week's catch could have yielded over 168,000 pounds of livers. Actually 2600 pounds were salvaged, and over 165,000 pounds were swept off the decks into the ocean by the fishermen during the regular gutting process.

The 165,000 pounds of livers that were discarded could have produced 66,000 pounds of cod liver oil, which in turn could have been rendered into glycerine, soap and vitamins.

The amount of glycerine that could have been produced from these livers would have amounted to 6,000 pounds or enough to make over 4,000,000 machine gun bullets. In addition, 50,000 pounds of soap could have been extracted, plus 90,636,556,800 Units of Vitamin A and 3,021,218,560 Units of Vitamin D. The amount of Vitamin A wasted was sufficient for 18,127,311 doses to prevent night blindness in our aviators and soldiers. The amount of Vitamin D wasted was enough for 7,553,046 doses for the prevention of rickets in children.

When the above calculations, based on one average week's liver wastage are multiplied to give an annual production, it is easy to visualize what an important contribution the fishing industry could make to the war effort with its livers.

A while back much larger quantities of livers were salvaged, with the majority of boats carrying liver barrels and often employing a liver man among the crew.

According to the Fish & Wildlife Service, in 1941, 4,250,000 pounds of livers were landed at Boston, Gloucester and Portland. In 1942, liver production dropped to 3,050,000 valued at \$204,000.

It has been pointed out that among the causes for the declining liver salvage have been lack of interest by fishermen because of the messy character of the collecting work, and since they are making such big earnings on fish, there is little incentive for obtaining additional revenue.

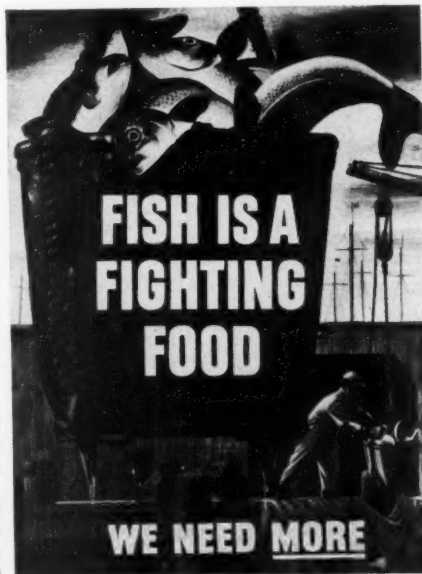
It is also stated that the recently enforced regulation for carrying life-rafts has absorbed deck space formerly used for liver barrels. Also there apparently has been disagreement between fishermen and boat owners over what portion of the liver money each should get.

In view of the scarcity of all fats and oils and the need for vitamins extractable from cod livers, it should be the patriotic duty of all fishermen to assure full collection of this valuable resource.

The relatively small amount of added labor necessary to save all livers might well be looked upon as a worthwhile way to further help serve the war program, while at the same time increasing individual earnings.

It would seem that when necessary, sufficient alterations could be devised on boats to provide for liver carrying capacity, without much outlay.

Ample facilities are available in cod liver oil plants to handle maximum production, and these plants are ready to cooperate fully in a cod liver collection and salvage program.



Reproduction of one of two 20" x 28" multi-color posters recently issued by the Office of War Information in cooperation with the Fish & Wildlife Service. They are designed to focus attention on the vital role of fishermen in the war effort, and to urge fishermen to increase their production to the utmost. Already over 40,000 have been distributed, and additional copies may be obtained on request from Don Bloch, Chief of the Consumer Section, Fish & Wildlife Service, Washington, D. C.

Cordage Uses for Fishing Are Defined

Fish & Wildlife Service Reports on Permitted Uses and Recommended Substitutes In Accordance with WPB Orders

LAST year the Fish and Wildlife Service started a survey of equipment, cordage and gear requirements of the fishing fleet. Part of this survey required formulation of a description and definition of cordage used.

This section of the survey, with suggestions for substitute fibers, was prepared by C. B. Carlson, F. E. Firth, and L. S. Christey of the Fish and Wildlife Service.

In general, both definitions and recommendations for substitutes are included in a recently issued official list of WPB which defines permitted end uses of fibers according to Orders M-36 and M-84. This list divides the fibers into three categories, namely: (1) manila, (2) agave or sisal (Agave sisalana, Agave fourcroydes, and Agave cantala), and (3) other fibers than manila and sisal.

Aboard Vessels

Anchor Line: Most of the larger or modern vessels are equipped with a wire rope anchor line. However, a substantial portion of the vessels still use rope anchor lines. In order for these craft to change over to wire rope, it would be necessary to install anchor winches and the necessary power drive. Fibers other than manila or sisal are permitted.

Beckets (steering wheel): Fibers other than manila or sisal.

Boom Lift (top lift, topping lift): Wire rope, sisal or fibers other than manila or sisal. Use of wire rope would require the use of a different type of block. Sisal is recommended for sizes 2 3/4" in diameter and above.

Bow Strap: Fibers other than manila or sisal.

Bucket Ropes: Old rope or fibers other than manila or sisal.

Falls-Boom (single fall, brailing fall, "jilson" snorter): The line is under heavy strain accentuated by the roll of the vessel and the standing end is subject to extreme abrasive action on the gipsy. Also the fall is subject to considerable internal friction from frequent passage over the block. Oversized blocks will be required if a rope of much less strength and durability were used. Fibers other than manila or sisal are permitted.

Halyard (sail, boom, gaff, and peak halyards): Fibers other than manila or sisal should be satisfactory for vessels except the large craft using sail in the New England cod fishery and the Gulf snapper fishing craft which depend largely on sail. Sisal is permitted.

Head and Stern Lines: These lines are subject to considerable chafing. Sisal is permitted for mooring lines over 3" in diameter. Otherwise fibers other than manila or sisal.

Heaving Line: Fibers other than manila or sisal should be satisfactory.

Keeling Line: This line is subject to heavy strain and snatch blocks would be required. Sisal or fibers other than manila or sisal are permitted.

Lazy Jack: Eliminate or use fibers other than manila or sisal.

Life Boat Falls (dory lift): Sisal or fibers other than manila or sisal.

Mooring Lines (tie-up lines): It is believed that, depending on the size of the vessel, either wire rope or sisal for lines 3 inches in diameter or over. Otherwise fibers other than manila or sisal.

Net or Gear Lashings: In some fisheries, some other line used in connection with the gear operation is used. Where a definite rope is purchased for this purpose, fibers other than manila or sisal should be acceptable.

Painter: Fibers other than manila or sisal are permitted.

Ratline Seizings: Fibers other than manila or sisal.

Reef Points (stops): Fibers other than manila or sisal.

Sheet Rope: Sisal may be used for rope 1" in diameter and over. Fibers other than manila or sisal to be used for smaller ropes.

Sling (lifting strap, strap): Rope 3" in circumference or over may be made from sisal.

Tackle Falls (double tackle, fish tackle, lifting tackle, splitting tackle): Rope 3" in circumference or over may be made from sisal.

Tiller Rope: Fibers other than manila or sisal.

Trolling Pole Lift: Fibers other than manila or sisal should be satisfactory.

Fishing Gear

Anchor Straps (trawl lines): This strap is subject to considerable bottom chafe and is much heavier than necessary to stand the strain. Rope made from fibers other than manila or sisal should be satisfactory.

Auxiliary Foot Rope (bolsh line): This line is not subject to any great strain and ropes made from fibers other than manila or sisal should be satisfactory.

Becket (trawl line): Soft laid manila twine is most desirable for this purpose as the snells are more easily attached and removed but cotton has been used in emergency although it is somewhat inconvenient and results in lost time. Cotton twine should be acceptable.

Breast Line (seines and nets—up and down line): The breast lines on seines and trawls are subject to considerable strain and failure would result in loss of fish and of considerable time repairing the net. Rope made from sisal is desirable on seines and trawls. Fibers other than manila or sisal should be satisfactory on gill nets and traps.

Breast Purse Line (strap): Failure of this line would cause some inconvenience but little lost time or fish. On smaller craft, old rope is frequently used. Fibers other than manila or sisal should be satisfactory.

Buoy Key Straps (trawl lines): Because of the chafing involved by the action of the sea between the bridles and the buoy and flag line these straps are much heavier than would be required to stand the strain involved. Fibers other than manila or sisal should be satisfactory.

Buoy Line: For deep-water fishing, sisal is permitted. For shallow-water fishing, the lines should be made from fibers other than manila or sisal.

Chinese Shrimp Bag-Net Lines (anchor, end, bridle, buoy and brail lines): Fibers other than manila or sisal should provide an acceptable substitute.

Cod End Rope (cod line, release line, fish bag release, draw line, slip line, "G" string): This line is very important in that its failure would result in the loss of the catch but the size can be increased to compensate for a decreased strength of fiber. Sisal or fibers other than manila or sisal are permitted.

Cork Line (float line, head rope): Practicability of soft fiber substitution varies with the type of net. *Gill net*—It is believed that soft fiber should provide an acceptable substitute. Sisal is permitted. *Otter Trawls*—Some of the larger otter trawls use wire rope for the head rope. This use could be somewhat expanded. Sisal is permitted. *Purse seine, ring nets*, and various types of *haul seines*—Sisal or fibers other than manila or sisal are permitted.

Dory Nets: Any old rope or those made from fibers other than manila or sisal should be acceptable.

Down Hauls: This line undergoes considerable chafing. Sisal or fibers other than manila or sisal are permitted.

Flagpole Straps (trawl lines): The strain on the strap is rather small but it is subject to considerable chafing. Fibers other than manila or sisal should be satisfactory.

Foot Rope (otter trawls): Most of the East Coast side set otter trawlers have cable foot ropes. Sisal or fibers other than manila or sisal are permitted.

Foot Rope Serving: The only purpose of this rope is to take the chafing occasioned by contact with the bottom and save the foot rope and hangings. Fibers other than manila or sisal should be acceptable.

Hanging Twine: Sisal mending and hanging twine should replace manila and hemp.

(Continued on page 26)

Two New Draggers Launched for Gloucester Fleet

TWO new draggers launched recently at Gloucester and Essex, Mass., will soon augment the Gloucester fishing fleet.

The 60' x 16' x 7' *Rosemarie V.*, built for Capt. Antonio Rodrigues Vasques of Gloucester, made a graceful maiden descent into the briny at the yard of N. W. Montgomery & Son, in the Riverdale section of Gloucester on June 3rd. She was christened by her namesake, Mrs. Antonio Vasques.

Designed by the builders, the new craft is heavily constructed with double 3" x 3" bent oak frames, oak planking, pine decking and fir interior finish. Her hull is full throughout, with a moderately raked stem and an exceptionally wide square stern. The vessel is caulked with Stratford oakum.

The fo'c's'le is compact and well arranged with all facilities, including 6 bunks, sliding table and Shipmate range. The water tank is of riveted and soldered galvanized iron.

The fish hold, with a capacity of 70,000 pounds, is 20' long and wings back 3' into the engine room. The engineer's bunk is built into one corner of the large engine room.

Power is supplied by a 100 hp., 4 cylinder Wolverine Diesel, equipped with a John T. Love exhaust silencer. Love also furnished the three welded fuel tanks with capacity of 1700 gallons and the 75-gallon lube oil tank. Batteries are 32 volt Surrrette marine type. The geared steerer is an Independent Machine Co. "Wildcat" model with sliding yoke tiller.

The pilot house has a conveniently laid out stateroom with three windows, large berth with seat locker, clothes locker and folding chart table. The winch and deck gear are of Hathaway make. The vessel is being outfitted with machinery and ketch rig at the Gorton-Pew wharf.



At the "*Rosemarie V.*" launching in Gloucester, showing from left to right, Capt. Antonio Vasques, owner; Mrs. Vasques, sponsor; Salvatore Vasques; and the builders, N. W. Montgomery and his son. The lower picture shows the Wolverine-powered vessel just after launching.

"G. N. Soffron"

On May 26 the new 81-ft. *G. N. Soffron*, made her initial plunge with a strong starboard list and a foaming dip from the John Prince Story ways in Essex. Built for four Soffron brothers, George, Peter, Stephen and Thomas, operators of a large clam packing plant in Ipswich, the trim craft was effectively christened by their sister, Miss Virginia Soffron.

Builder Story is 84 years old, while five of his men are over 75. The *G. N. Soffron* is the forerunner of a fleet of 4 or 5 draggers. Capt. Hubert Cluett will command the vessel, which is expected to sail early in July.

The vessel was designed by Lewis H. Story in collaboration with the owners. In drawing the plans, special consideration was given to incorporating desirable modern dragger features and refinements.

The *G. N. Soffron* has a beam of 18' 6" and a draft of 10' 6". Both the 9" x 7" frames and 2" planking are of oak, while decking is pine. The keel is 10" x 10" with 7" x 10" shoeing. She has a high bow with a 15' whaleback for gear stowage, and is schooner rigged with mast stays bolted to the deck. The deck is flush, with ample working area.

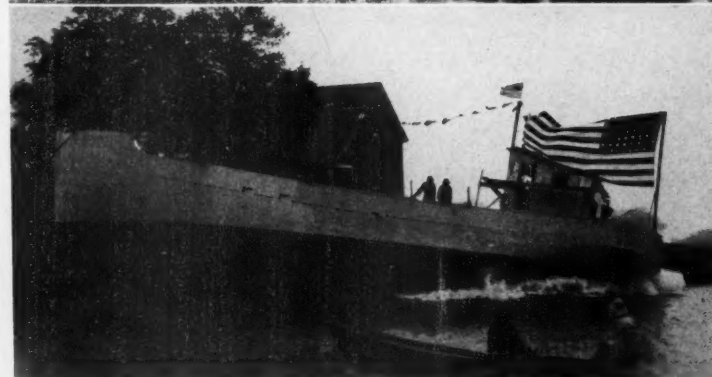
The pilot house, situated over the cabin, has a sharply inclined roof, designed to hold two life dories in position for quick launching over the stern rail. By using calked decking on the roof, canvas work has been eliminated.

Navigating equipment includes a Kelvin-White compass, Submarine Signal Co. Fathometer and Independent Machine Co. "Wildcat" geared steerer with sliding yoke tiller.

The stateroom adjoins the high wheelhouse at a lower level, and has ample headroom. There are windows on either side and port light aft.

In order to locate the house in a stationary position, a special 12' x 5' removable engine

(Continued on page 21)



At the "*G. N. Soffron*" launching in Essex, Mass., showing at top left, Capt. Hubert Cluett, skipper; Miss Virginia Soffron, sponsor; George Soffron, one of the owners. Top right shows the smashing of bottle. Below, the Cooper-Bessemer-powered craft hitting the water.

CMP Procedure For Building New Vessels Explained

THE new Controlled Materials Plan (CMP) procedure for fishing vessel construction has several advantages to the applicant: It gives a better preference rating; it is more flexible; it is much faster; and as far as the applicant is concerned it is simpler.

As described in our May issue, the prospective owner should write a letter to the Office of Coordinator of Fisheries describing the essentiality of the boat and his personal need for it. A form CMP 4-A should be prepared as follows and submitted to the Coordinator of Fisheries: (a) Where the shipyard will make delivery of the completed vessel, the form should be completed by and in the name of the yard. (One form may list the entire proposed construction of vessels of one type for the period of a year.) (b) Where the yard builds only the hull and then delivers it to the fisherman, who buys and installs the balance of the equipment, the fisherman should execute the form in his own or firm name.

Where cases are approved a Form CMPL-150, bearing an allotment number and preference rating, is prepared by the OCF priority section, processed by Agriculture, and returned to the applicant. This form grants the right to place authorized orders for the controlled materials indicated. Also it grants the holder a preference rating which he may extend for the purchase of everything else needed to complete and outfit the vessel ready for sea. (Except for a few products under special L (Limitation) or M (Conservation) orders).

The CMP 4-A lists only the steel, copper and aluminum required for A Products. In contrast, the CMPL-150 contains, also, a preference rating which is the authority to order B products, lumber, cordage, anything and everything required to complete the job. Nowhere is there any requirement that these other critical materials be listed or that separate priority be requested for them; except again for the items under a specific L or M Order.

In preparing the CMP 4-A the applicant should first check with engine companies to see when he can expect delivery in order to schedule the delivery of these materials and construction of the vessel accordingly. However, the authority to buy that engine like all other B products is contained in the preference rating assigned to the CMPL-150.

The only problem is to determine what should and should not be included in the CMP 4-A. CMP Regulation No. 1 gives the essential definitions of "controlled materials", class A Products, and class B Products. The latest issue of the "Official Class B Products List" enumerates the B Products. These references should be available at local WPB offices or will be provided by OCF on request. In general, Class B is for standard products that could be used anywhere, while Class A is for products specifically made that couldn't be used elsewhere.

The applicant should determine the weights of carbon steel, alloy steel and copper products according to the classifications listed on the CMP 4-A for the following types of products: 1. Controlled materials he will incorporate in the vessel unchanged (Examples: nails, wire-rope, pipe.) 2. Controlled materials he will fabricate into A products to be incorporated in the vessel. (Examples: sheet steel which he will weld into tanks, lengths of bronze rod which he will make into shafting.) 3. His suppliers' needs for controlled materials to produce A products. (Examples: anchors, anchor chain, the propeller). Care should be taken to report such needs in rough weights before forging or machining.

Items of the types listed above are the only ones which should be computed. No weights for any B Products are to be included. Examples of B Products are: Engines, electric motors, generators, valves, pipe fittings, chain other than anchor, and hardware.

Fuel For Boats Assured

UPON hearing that in some areas along the Atlantic Seaboard commercial fishermen were unable to obtain sufficient motor fuel to carry on their operations, Fisheries Coordinator Ickes, who is also Petroleum Administrator, di-

rected that fishing vessels be supplied in order to avoid interfering with essential food production.

As a result, instructions were given on May 29 to the Director in Charge of Petroleum for District One, to notify all original suppliers, who in turn informed their bulk plants and marine service outlets, to remove any obstacles involving the supply of either gasoline or Diesel fuel which may hinder fishing operations.

If any fishermen are still unable to secure their necessary fuel supplies, they are requested to communicate with the Office of Coordinator of Fisheries, giving their name and address, as well as that of their regular dealer. This information will be transmitted to the Petroleum Administration, which will issue a directive, if necessary, to assure supplies.

Vessel and Crew Insurance Rates

REDUCTION in the present scale of war risk insurance rates covering fishing vessels, and an extension of time from 30 to 90 days during which war risk hull insurance on fishing vessels is available was announced by the War Shipping Administration, June 4, in Bulletin H-11.

At the same time, the WSA announced the issuance of its Bulletin F-1 applicable to fishermen's life insurance. The rates indicated are to take effect immediately, subject, however, to change without notice.

Fishing Vessel Hulls

(1.) Mt. Desert Rock—Jacksonville, range (Coastal Waters): $\frac{3}{8}\%$ per \$100. (2.) George's Banks, Brown Banks, including but not beyond Seal Island: $\frac{1}{2}\%$. (3.) U. S. Gulf Waters: $\frac{3}{8}\%$.

Fishermen's Life Insurance

(1.) Inshore Operations: 75c per \$1000. (2.) Offshore Operations, excluding territories and possessions: \$1.50.

Both groups of above rates are for periods of thirty days. However, policies may be issued for periods of one month to four months.

Requisitioned Boat Value Bill

A HEARING was held in Washington, June 10 and 11, before the House Merchant Marine and Fisheries Committee in connection with Bill H.R. 2731, introduced by Congressman S. O. Bland to facilitate the award and payment of just compensation for property such as fishing vessels, requisitioned under authority of the Merchant Marine Act.

The Bill would require the creation of an independent committee on awards within the War Shipping Administration. This group would determine and establish standards of rates and values to govern compensation with the following considerations: (1) normal values based upon earning capacity, sales values, replacement costs, insurance values, and other pertinent factors as the same existed during the third quarter of 1939 and (2) charter rates yielding earnings before Federal taxes at levels equivalent to vessel earnings prevailing during the third quarter of 1939 adjusted to reflect increases in normal values as hereinabove provided, except that in establishing standards applicable to any vessel which has received an operating-differential subsidy under the provisions of the Merchant Marine Act, values and earnings in excess of those existing on September 8, 1939, shall not be considered.

Extra Meat Allotments

DESIGNED to permit extra allotments of points for additional purchases of rationed meats and fats to fishermen and others who live or work too far from population centers to obtain unrationed substitutes, OPA made amendments to G.R.O. 5 and R.O. 16 which became effective May 29.

Field offices of the OPA are authorized to issue up to 1.8 points per person, per day. However, if limited amounts of fresh fish, poultry and eggs are available to the applicant, fewer points will be allowed. Unlimited access to fresh fish will not bar fishermen from extra point allotments if they do not have access to poultry and eggs, although this will be taken into consideration. Owners of fishing boats under Group III of institutional users should apply to their local Board on OPA Form R 315.

Oyster Convention Stresses Production

**Government Representatives Analyze Problems
Suggest Methods of Assuring Maximum Output**

JAMES S. DARLING of Hampton, Va., was re-elected President of the Oyster Growers and Dealers Association of North America at their joint annual convention with the National Shellfisheries Assn. and Oyster Institute of North America, held at the Benjamin Franklin Hotel, Philadelphia, Pa., on June 1 and 2. Other officers, also re-elected, are Paul O. Mercer, West Sayville, L. I., 1st Vice President; J. Richards Nelson, Warren, R. I., 2nd Vice President; Dr. Lewis Radcliffe, Washington, Executive Secretary and Treasurer.

Two new directors, R. P. Fletcher, Jr., and Edwin M. Plitt, were added in Illinois. All other directors were re-elected, and include the following: Rhode Island, Benj. D. Rooks, H. I. Reynolds; Connecticut, Gordon Sweet, Andrew Radel; New York, Royal Toner, Frank N. Elsworth; New Jersey, F. F. East, John Ringgold; Pennsylvania, Wm. M. McClain, Harry Heward; Delaware, Geo. W. Shillingsburg; Maryland, Geo. T. Harrison, Albert W. Woodfield; Virginia, I. T. Ballard, Rufus L. Miles; District of Columbia, W. H. Carter.

The new officers of the National Shellfisheries Association are Major Richard Messer, Richmond, Va., President; Edwin Warfield, Jr., Annapolis, Md., Vice President; Dr. Victor L. Loosanoff, Milford, Conn., Secretary; and J. Richards Nelson, Treasurer.

In the resolutions adopted by the Convention, tribute was paid to the untiring efforts of the Oyster Growers' late Honorary President, Howard W. Beach; recognition was given to the completion of 10 years of service by the Institute's Director, Dr. Radcliffe; co-operation was assured to War Food Administrator Chester Davis; and appreciation was extended to Congressman S. O. Bland and his Fisheries Committee for their interest in the welfare of the industry.

Radcliffe Reports on Institute Service

DR. Radcliffe gave an excellent annual report which showed that the Oyster Institute is rendering a valuable service to the whole fishing industry, in following Washington developments and making appropriate recommendations.

He described the work that is being done in connection with priorities, containers, deferment of necessary men, manpower, rationing for boats, maximum carloading of oysters and price ceilings.

He said: "As a branch of the food industry, you have been in an especially favored position, and have not had to contend with many handicaps which not only impaired many industries but forced them out of business."

In connection with prices, Dr. Radcliffe declared, "Ultimately we can expect that an attempt will be made to have a price ceiling established on fresh oysters. When hearings are held relative to ceiling prices, we must demonstrate that oysters are not a luxury product; that prices have not been unreasonable in the light of higher costs of labor (20 to 50 per cent or more advance), a 30 to 45 per cent advance over 1942 in the cost of seed oysters, increased cost of mopping up stars and other enemies of the oyster, the large number (30 or more) varieties of oysters, differences in contents of solids in the different geographical areas, and on different beds in the same area, general scarcity of both seed and market oysters which will result in a greatly lowered level of production if the oyster farmer is unable to meet expenses incurred in growing the crop."



Dr. Lewis Radcliffe, Director, The Oyster Institute of North America.

Speaking of the distribution of literature by the Institute, he said: "Because excess in demand for oysters over supply exists, is no reason for lessening our efforts to educate people to the dietary value of oysters. In keeping with the instructions given me at the June, 1942, Directors meeting, we have adopted a more liberal policy in filling in full requests for literature. In fact, we have distributed a quarter of a million copies of Bulletins O.I.B. 1, 2, and 4, as compared with 165,000 copies in 1941-42, and 125,000 copies in 1940-41."

Glancy Points to Lesser Known Species

JOSEPH B. GLANCY, Past President, National Shellfisheries Association, in his annual report, stated: "There has been an exceedingly important trend towards greater utilization of the lesser known marine species inhabiting our oyster beds and their vicinity. There is opportunity here to not only contribute to the wartime food effort but to popularize and establish permanently the production and distribution of valuable marine resources. To mention a few, we have among the shellfish species mussels, conches, and a variety of clams, and of the finny fish swell-fish, sea robins, and whiting, so called trash fish, which in the past have practically been ignored, yet when properly handled offer perfectly nutritious and highly palatable sea food."

"These are particularly of value because they are protein foods, and dietary economists are stressing continually the necessity of supplementing with these the country's supply, which tends toward a preponderance of the carbohydrate constituents. Some of the scientists and engineers among our membership are and have been contributing essential data for the exploitation of these virtually unknown sea foods, but all will be of but little avail, unless first, methods of preparation for market are entirely adequate, and secondly, the wholesaler and retailer are given every encouragement to distribute them."

"Consequently, I would suggest that the convention consider the advisability of recommending to the Office of Price Administration that no ceilings be placed on or no ration points made necessary for the sale of these little known fishery products, because there is but little experience available upon which to base costs of the properly packed article, and price ceilings will discourage the all-important wholesaler from venturing to handle the new products."

Bland Urges Unity and Efficiency

CONGRESSMAN S. O. Bland, chairman of Merchant Marine and Fisheries Committee, reported on how Congress aids the fisheries. Because of his inability to be present, his remarks were read by Dr. Radcliffe. Bland stated: "We shall never find solutions to fishermen's problems until there is more complete organization of all branches of the industry, more united approach to a proper solution of the industry's many problems, greater harmony among all groups, closer co-operation between all sections, and less disposition to blame others for those burdens for which we alone by our united efforts must find answers."

"Vessels must be used more efficiently, and craft such as oyster boats, designed for particular needs, must, in slack seasons, if humanly possible, be turned to other purposes, and



J. B. Glancy, Past President,
National Shellfisheries Assn.,
West Sayville, N. Y.



Dr. P. S. Galtsoff, In
Charge, Shellfishery Investi-
gations, College Park, Md.

used for capture of other kinds of fish. I am told that there are probably hundreds of schooners, sloops, and other types of craft used in the oyster industry which are tied to docks today and which might with minor alterations be turned to other purposes."

Gabrielson Outlines OCF

DR. Ira N. Gabrielson, Deputy Co-ordinator of Fisheries, said that food production problems, including those of the fishing industry, are getting more recognition in Washington.

The fishing industry has profited from greater demand brought about by rationing and shortages. More people are becoming accustomed to eating fish, and this should result in a permanent gain for the industry.

Dr. Gabrielson stated that the Office of Co-ordinator of Fisheries wants to help but not regiment the industry in its job to increase production. Wide latitude has been given to the local co-ordinators, who it is hoped can work closely with the industry to insure a sound program. The area representatives and consultants are to be kept posted on all developments.

He then outlined the Co-ordinator's procedure for scheduling boat construction and engine replacement, stating that they must (1) Judge the requests (2) Program the work (3) Obtain the necessary material. All proposals are evaluated to determine if they help maintain or increase production.

Dr. Gabrielson declared that OCF expects to be able to anticipate the normal needs of the industry, as a result of their recent survey of equipment and supply requirements, and that estimates are now being prepared for the fourth quarter of this year.

Galtsoff Presents Expansion Plan

DR. Paul S. Galtsoff, in charge of shellfishery investigations, U. S. Fish and Wildlife Service, in talking on the topic "Increasing the Production of Oysters and Other Shellfish in the U. S.," declared that the continuing decline in oyster production on the Atlantic coast demands a new approach to the conservation problem. Although many of the measures now practiced by the State conservation agencies are good in themselves, they deal with isolated phases of oyster culture and fail to restore abundance because they neglect some essentials of successful oyster farming, he said.

In 1940, the most recent year for which complete figures are available, the yield of oysters was about 89 million pounds, whereas 50 years ago the annual take was approximately 182 million pounds. The only Eastern States in which production has increased are Rhode Island, South Carolina, Mississippi, and Louisiana.

In Georgia the oyster fishery has almost ceased to exist and the canneries which still operate in the State are entirely dependent on the supply of oysters from South Carolina. In the

Chesapeake Bay, once a major oyster-producing area, the average production on the so-called "dredgers area" has been reduced from 54 bushels to 4 bushels or less per acre. Corresponding declines have occurred in most of the other formerly important oyster grounds of the Atlantic coast.

Citing the superior value of cultivated oysters as compared with those taken from natural reefs, Dr. Galtsoff reported that in 1940 more than 50 percent of the U. S. oysters (48.7 million pounds) came from private oyster farms as compared with 40.58 million pounds obtained from public reefs. However, the cultivated grounds amount to only about 13 percent of the total acreage of oyster bottoms in coastal waters, indicating the much higher yield, per acre, of oyster beds under cultivation. Public oyster beds in the Potomac River yielded only 8.9 bushels of market oysters per acre in 1940, whereas cultivated oyster bottoms are capable of supporting from 500 to 1500 bushels per acre.

Although oyster farming on privately leased beds is a common practice in New England, in many States cultivation by private enterprise has been discouraged and the policy of free fishing on public reefs has been maintained.

Dr. Galtsoff stated that oyster farming cannot be expected to progress if the bottom leased for this purpose to a private planter can be taken away from him on the testimony of two or three citizens testifying under oath that the ground in question used to be a natural oyster bed and produced oysters in quantities sufficient to provide profitable fishing. Disregard of property rights, poaching and stealing of oysters from private grounds, and leniency of courts dealing with these cases present in many States almost unsurmountable difficulties and impede the progress of the industry.

As a substitute for private oyster farming in States where there are legislative obstacles to its adoption, Dr. Galtsoff proposed that the States set aside areas in which a managed system of oyster farming will be carried on by the fishermen under direction. If even 500,000 acres of the public oyster rocks were brought under cultivation, the present yield of the public grounds could easily be doubled, he said.

The program which was outlined in detail may be summed up as follows: The States should set aside separate areas for the production of seed and market oysters. (Good seed grounds are usually located near the mouths of rivers, where the water is less salty; while grounds suitable for maturing the oysters should be located farther offshore in deeper waters.) Seed grounds should be closed to fishing, except for the purpose of transplanting seed to growing grounds under regulation. After the seed has been matured on the growing grounds, these would be opened to fishermen for harvesting, and a new crop planted. A daily catch limit per boat or a restriction on the number of boats is recommended to promote orderly marketing. Grounds would be planted in rotation, to be ready for harvesting in 2, 3, and 4 years. The States should modify the details of the plan in accordance with differing natural conditions in the various coastal areas.

As proposed, the management system would apply to limited areas selected for intensive cultivation, and fishing on the public rocks in general would continue without restrictions.

To cover the cost of the States' farming operations, it is suggested that the fishermen pay a small assessment on each bushel taken from the cultivated grounds. Because of the higher yield of oysters under cultivation as compared with wild ones, fishermen could easily pay the assessment and still make a better living than under the present system, it was said.

In connection with Dr. Galtsoff's remarks, the following speakers told what is being done in their respective States to increase oyster production: Dr. Thurlow C. Nelson, Professor of Zoology, Rutgers University, New Jersey; Edwin W. Warfield, Jr., Chairman, Maryland Conservation Commission; Dr. Herbert F. Prytherch, Director, Fishery Biological Laboratory, North Carolina; J. N. McConnell, Director of Oyster and Water Bottoms, Louisiana Department of Conservation.

Papers on the shellfish program of the research laboratories were presented by G. Francis Beaven, Resident Manager, Chesapeake Biological Laboratory, Solomons, Md., and by Dr.



I. R. Whiteman, Asst. Chief of Priorities, U.S. Maritime Commission.



Lt. H. M. Smith, Chief, Water-foods Section, Office of Quartermaster General.

Curtis L. Newcombe, Director, Virginia Fisheries Laboratory, Williamsburg, Va.

Other speeches included "Mussel Resources of the North Atlantic" by Dr. V. L. Loosanoff, Director, Fishery Biological Laboratory, Milford, Conn.; "Progress of Studies in Utilization of Starfish" by J. M. Lemon, Technologist, Fish and Wildlife Service.

Whiteman Explains Priorities

I. R. Whiteman, Assistant Chief of Priorities, U. S. Maritime Commission, reviewed the priority procedure in connection with the new CMP 5 form, as it applies to repair, maintenance and operating supplies.

He stated that the War Production Board, in a revised edition of CMP Regulation No. 5, dated May 14, included "Fishing, Commercial" with the activities or businesses in Schedule 1 to which the preference rating of AA-1 is assigned for obtaining maintenance, repair, and operating supplies. Insertion of this classification and the retention of the item "Operation of ships, vessels, and other craft, except pleasure vessels" in Schedule 1 insures complete coverage for fishing vessels and gear.

In accordance with the provisions of CMP Regulation No. 5, persons engaged in the commercial fisheries who require delivery of any critical materials may obtain them subject to the provisions of the regulation merely by endorsing their purchase order with the proper certification.

Mr. Whiteman mentioned the fact that provisions of CMP Regulation No. 5 relating to obtaining minor capital additions have been clarified. The amendment permits minor capital additions to be purchased under the MRO procedure where the cost of any one complete capital addition does not exceed \$500, excluding the purchaser's cost of labor. "One complete capital addition" means a group of items customarily purchased together or all items which would be normally purchased as part of a single project or plan. Capital additions may not be subdivided for the purpose of bringing them within the \$500 limit. Where such a capital addition involves construction, authorization to construct must be obtained to the extent required by Conservation Order L-41, or by any other applicable Order or Regulation of the War Production Board.

The quantity restrictions of CMP Regulation No. 5 which limit the amount of maintenance, repair or operating supplies which may be purchased during any quarter still stand; however, these quantity restrictions on the use of MRO procedure do not apply to persons whose aggregate requirements of maintenance, repair, and operating supplies do not exceed \$5,000 per year.

Mr. Whiteman said that in case of a new boat on which no records for last year would be available, the owner can take a more recent quarter as a base period, and advise WPB to that effect. An important requirement of the priority regulations is that accurate records of all purchases be kept available for possible inspection for a period of two years.

The following are excerpts from speeches by Lt. Colonel James T. Coatsworth, National headquarters, Selective Service System; Lt. Henry M. Smith, Chief of the Waterfoods Section, Field Headquarters, Perishable Section, Subsistence Branch, Office of Quartermaster General; and from a message by War Food Administrator Chester C. Davis, delivered by Lawrence T. Hopkinson, Chief, Fish Products Division, Special Commodities Branch, Food Distribution Administration.

Selective Service Program

By Lt. Col. J. T. Coatsworth

YOUR industry is a part of that vast endeavor to provide food not only for our fighting forces, not only for the people of this nation, but for our Allies whom we must supply under the Lend Lease program.

So important is the production of food at this particular time that the Congress of the United States, the War Manpower Commission and its Selective Service System have all seen fit to take far reaching measures in an endeavor to insure, as far as possible, the continued production of adequate quantities of food.

It must be kept in mind that at this critical period manpower is not only needed in the armed forces but must be had likewise in those industries essential to the war effort. Adequate numbers of manpower must be kept available for agriculture and fishing, for the war production plants.

It is acknowledged that certain industries certified to be essential in the war interest must be continued and in many cases expanded. This in itself requires additional labor. Many of these industries contain young men who, if they had not been deferred as key men or necessary men, would today be serving in the armed forces. It is the present policy to endeavor to withdraw these young men for the services in a gradual manner, giving broad opportunity to the industry to train replacements in order that there may be no disruption in the operation of that essential industry.

Your industry has been included among the essential industries as you well know. The Essential Activities and Occupations Committee of the War Manpower Commission has specifically listed Commercial Fishing and included thereunder such essential occupations as Captain, cook, engineer and mate of a fishing vessel, the oyster culturist and the all around fisherman. Again under Food Processing, fish has been included, with key occupations listed.

It must be remembered that all men cannot be in the armed forces, that many of them will serve their nation even in a greater capacity by doing the job they are doing now in a bigger and better way.

Food Administration's View

By Chester C. Davis

OUR mounting requirements for animal proteins make it particularly urgent that the maximum output of seafood be obtained. With the present limitations on meat supplies, the need for fish and other animal protein foods—for our war-working civilians, for our military and naval forces, and for our allies—has increased greatly. This year Government purchases of canned seafood alone will exceed \$50,000,000, a very substantial part of the total production.

I cannot emphasize too strongly our desire to develop a voluntary, yet effective, wartime pattern of Government industry co-operation in seafood as in other food fields.

We are not under-estimating the difficulties that confront your branch of the fishery industry—in manpower, in critical materials, and in control of your under-water farming projects. Notwithstanding these difficulties, we must take risks and we must find ways of maintaining, and then increasing, the production of fish and shellfish for human consumption. Furthermore, fish meal and shell products are important for animal feed supplies—a field in which we are confronted with a shortage that must somehow be relieved.

Last year our total supplies of canned fish and shellfish were about a billion pounds. We delivered about one-third

of that quantity to our armed forces and to our Allies. This year the allotment to the armed forces, if not to the Allies, must be substantially greater.

This situation also applies in large part to the production of fresh and frozen fish and shellfish. Although the production of canned fish and shellfish may possibly be maintained at the present level with existing equipment there is little prospect of a general increase in canned or fresh fish production, unless more manpower is available to the industry, and until more boats are provided to replace those that have been taken for military service.

For the shellfisheries, the container problem is immediate and urgent. We realize that. We realize that the present procedure for obtaining metal or other containers for conserving and marketing fresh oysters is a temporary expedient. Adequate supplies of containers for fresh oysters, shrimp, clams, crab meat, and similar shellfish products are needed throughout the season. I can assure you that an adequate program is in the making and that ways will be found to provide the necessary materials. It is as important to the Government as it is to your industry that no seafood be wasted after it has been brought to port by the fishing fleet.

You may be interested to know that we now have under consideration an international agreement for equitable allocation of salted codfish to the principal consuming markets. The agreement proposes allocation of the production of the United States, Canada, Newfoundland, and Labrador, St. Pierre and Miquelon, Greenland and Iceland. Such an agreement should help to maintain orderly marketing conditions. In addition to our own domestic market, proper consideration will be given to the needs of Puerto Rico, Cuba, and other countries where salted cod is a customary staple food.

The War Food Administration has a definite interest in seeing that the seafood industry obtains proper supplies to maintain and increase production.

Army Fish Requirements

By Lt. Henry M. Smith

PRIOR to the last year or so, waterfood, as a regular component of the Army ration was somewhat of an innovation. It is true that the serving of seafoods was more frequent at Army posts located near a production point where it was convenient to obtain a few popular varieties. Posts located in the interior of the country, however, had limited facilities for the procurement of good quality fish.

While it is evident that the Army was conversant with the healthful and dietetic qualities that water foods possessed, yet it lacked adequate experience and knowledge in the proper handling and care of this perishable commodity. Nor did it have any central agency to co-ordinate procurement consistent with the best market values, to control the quality, and to make recommendations relative to its inclusion on the menu.

After Pearl Harbor, the procurement of waterfoods was brought into the Quartermaster Market Center Program, which is charged with the responsibility of purchasing all perishable subsistence of the Army, Navy, and Marines, with few exceptions.

The objectives set forth at that time which, incidentally, are still rigidly adhered to, were: 1. to purchase on the open market in a manner similar to that used in commercial practice, 2. to solicit bids in all major producing areas from sources as close to producers as possible, 3. to insist that there be no compromise in the procurement of the highest quality fish obtainable.

Today, with little more than a year's experience in back of us, we have grown to a point where expenditures at the source for fresh and frozen fish exceeds a million dollars monthly. We have an experienced and capable buying organization established at points of production with means available for taking immediate advantage of outstanding market values and a fish distribution system encompassing some 32 cold storage points, strategically located throughout the country, for the protection of frozen fish. Likewise, a closer co-ordination has been achieved between the vendor, the procurement agency, and the respective camp, post, or station, which is conducive to the wider utilization of fishery products.

Since adequate facilities are not available for the handling of large quantities of perishable commodities to overseas stations, it is necessary that canned foodstuffs make up the major portion of the fighting man's ration in the various theatres of operations. This, naturally, requires the wider use of perishables by military installations in this country and since waterfoods come within this category their need will increase proportionately.

The waterfoods industry, due to its operations being distributed along both coasts, the Gulf, and the Great Lakes, is in a favorable position to assist in curtailing long distance hauls by the greater utilization of local production within the respective localities.

Each month dietitians and food experts, under the direction of the Quartermaster General, prepare a Master Menu which serves as a basis for Army meal planning throughout the United States. This menu provides for one waterfood meal a week without specifying any particular variety. In this way, Army buyers are in a position to guide the various installations in selecting the best market values in their particular areas.

Since perishable fishery products are generally confined to use within the country, let us assume that one-half the strength, or four million soldiers, will be fed this single waterfood meal each week. Added to this will probably be another million men of the other armed services, or a total of five million, to be subsisted. The allowance of fish on the menu is based on forty pounds per hundred men. Therefore, to serve only one fish meal each week to our combined forces stationed in this country it is apparent that some two million pounds will be required weekly, or over one hundred million pounds a year.



The "General" and "Harvester", two oyster dredgers owned by Bluepoints Co., Inc., West Sayville, N. Y. These sister ships are 62' 6" x 21' x 6' 6", and are powered with a 4-cylinder, Fairbanks-Morse direct reversible Diesel motor, fresh water cooled, turning a Hyde propeller, and developing 120 hp. at 450 rpm., with pilot house control. Besides carrying oysters on deck, these boats may also carry a load below decks to protect oysters from freezing. Designed primarily as day boats, there are 4 berths forward, and a Shipmate range in after-end of cabin for warmth and light cooking.

Record Boat Building Program Underway in New England

A RECORD wooden fishing boat building program is in progress on the New England coast. A sizable number of draggers including several of the larger types, have been ordered recently. Numerous others, started within past months, are nearing completion. Following is list of 27 vessels, which is believed to represent all those of 50 feet and over, either building or on order as of mid-June:

Thomaston, Maine: Newbert & Wallace yard, 62 ft. for Capt. Jared Vincent, Edgartown, Mass.; Morse Boat-building Co., 80 ft. for John J. Gobel and others, New Bedford; 87 ft. for Stanley B. Butler, New Bedford. Gray Boats, Inc., now owned by Malcolm Seavey, Pres. and Fred Ames, Vice-Pres., 78 ft. for Elsworth Lathan, Jr., Newport, R. I.; two 95 ft. for Central Wharf & Vessels Co., Gloucester, Mass.

Waldoboro, Maine: W. Scott Carter Shipbuilding Co., Inc., 81 ft. for John Bruno, Boston.

South Bristol, Maine: Bristol Yacht Building Co., 70 ft. for Morris Phillips and others, New Bedford, Mass.

Boothbay Harbor, Maine: Reed Bros., Marine Construction Co., two 95 ft. for Gloucester, Mass. concern.

Kennebunkport, Maine: Arundel Boat Co., 53 ft. for Capt. Hans Haram, New Bedford, Mass.; 65 ft. for Capt. Joaquin Canas, Gloucester, Mass.

Essex, Mass.: John Prince Story Shipyard, 90 ft. for Capt. Joseph Parisi, Gloucester; 90 ft. for Gloucester owner (Randolph Perrin, agent).

Gloucester, Mass.: N. W. Montgomery & Son, 62 ft. for Capt. Edward Silva, Gloucester; 63 ft. for Capt. James Bertolino, Gloucester.

Manchester, Mass.: E. H. Wallace Ship & Boat Works, 70 ft. for Capt. Wm. Lafond, Gloucester; 65 ft. for Gloucester owner.

Plymouth, Mass.: Frank Jesse Boatyard, 75 ft. for Capt. Guy Privitera of Boston.

New Bedford, Mass.: Palmer Scott & Co., Inc., 60 ft. for Capt. Ernest Tavis, Provincetown; 62 ft. for George A. Ponte and others, New Bedford.

Riverside, R. I.: Albert Lemos Boatyard, two 80 ft. for Boston owner.

Stonington, Conn.: Stonington Boat Works, 55 ft. for Capt. John Smith and John Bindloss, Stonington.

Mystic, Conn.: Franklin G. Post & Son, Inc., 50 ft. for New York City owner.

West Haven, Conn.: West Haven Shipyard, 58 ft. for Capt. Joseph Rizende, Stonington; 58 ft. for Alfred Robello, Stonington.

Boston Skipper Decorated

CAPT. Ivar Carlson, skipper of the trawler *Cormorant*, who last Winter risked his life in a vain attempt to rescue a member of his crew who had fallen overboard, recently was presented the Treasury Department's silver life-saving medal for his heroism. It was the first official recognition of such an act, and was presented by Captain W. N. Derby, District Commander of the Coast Guard at the National Maritime Day dinner.

"Fanny F. Hickey" Reconditioned

The *Fanny F. Hickey*, Capt. Frank Sanfilippo, owned by John Bruno of T. Wharf, has received a thorough reconditioning at Tringali's Boat Yard, East Boston.

New Bedford Sunday Shipping Becomes Legal

THE Sunday fish transportation bill which legalizes the fish trade on New Bedford's biggest market day became law on June 11. The bill has been placed in the hands of the Secretary of State by the Clerk of the House. Under terms of the bill's emergency preamble, this transfer makes the measure's enactment into law an immediate fact.

From now on, fishermen may land their fish at New Bedford, and buyers may ship it Sunday, in time for the Monday morning New York market, without fear of penalty for violation of any State law.

The New Bedford fishing industry received news of the bill's enactment with elation, pointing out that amounts of fish shipped out of the city on Sunday were larger than amounts shipped on any other two days of the week.

Fish transport circles went farther and estimated that more than 60 percent of the fish shipped to outside markets was carried on Sunday.

Cape Fishing Bill Is Signed

Governor Saltonstall on June 7 signed a bill temporarily authorizing dragger fishing in hitherto restricted waters within the three-mile limit from Race Point to Long Point at Provincetown.

The bill had been recommended by the Governor on the grounds that the Navy had closed off a large area of the Cape to dragger fishing.

A delegation representing 135 fishermen operating 32 vessels off Cape Cod protested that because of Federal regulations they could not fish offshore, and because of the State law they could not fish within the three-mile limit.

Under the old law, draggers could operate in these waters eight months of the year, but the new bill gives them year-round license to fish there.

There are 44 traps and 400 trap fishermen involved. Figures furnished by one of the three companies engaged in trap fishing showed the following catch in the traps during the last five years: 1938, 10,180,737 pounds; 1939, 7,540,067 pounds; 1940, 9,129,001 pounds; 1941, 8,027,450 pounds; 1942, 5,152,487 pounds.

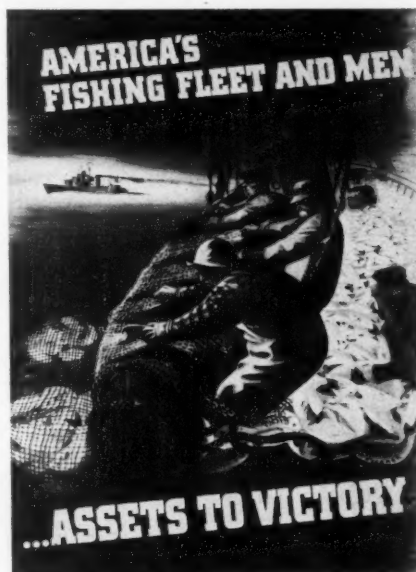
It was the contention of the trap fishermen that their business had been showing a reduced amount of fish taken each year, and that if the draggers were to be permitted to ply their business in the restricted areas during the summer months of the year when fish are spawning, the result would be to ruin the business of the trap fishermen.

"Kelbarsam" Converted to Fisherman

The 76' x 17' 4" x 7' 6" former yacht *Kelbarsam* started fishing this month under command of Capt. Nicholas Foley. Her conversion was started at the Marion Boat Yard, Marion, Mass., and completed at Peirce & Kilburn's, Fairhaven. She has accommodations for four in the fo'c's'le and two in the cabin which is located between the hold and engine room. Entrance to the engine room is gained through the pilot house which is situated aft. The hold has a capacity of 50,000 lbs. of fish. The vessel is powered with a rebuilt 125 hp. Buda Diesel. Other equipment includes Hathaway winch and Kelvin-White compass.

Boats Overhauled and Reconditioned

The *Liboria C.*, Capt. Matty Mello, owned by Correia Bros. has been re-rigged for scalloping and extensively renovated. Her 110 hp. Cooper-Bessemer Diesel has been overhauled, the



Reproduction of the 20" x 28" multi-color poster designed for display to the public as a reminder that fishermen are a vital part of the fighting front, recently issued by the Office of War Information in cooperation with the Fish & Wildlife Service.



Capt. James Madruga, of the "Richard J.", and Salvatore Limone of the Empire Fish Co., Gloucester, Mass.

pilot house has been moved aft, a new trunk has been built, and cabin quarters for the skipper and engineer have been installed.

The 60' *Heedja*, ex-*Frances Perry*, skippered by Capt. Edward Sanchez, has been repaired at Kelly's yard, and re-powered with a 60 hp. rebuilt Atlas Diesel sold by P. F. Remington.

The *Bernice*, Capt. Charles Waite, has been furnished with a new pilot house and engine trunk. The boat is powered with a 60 hp. Atlas Diesel.

Capt. Ben Olsen has given his Atlas-powered *Hazel S.* a thorough engine overhaul, and had the hull calked and painted at Kelly's yard.

The *Emelia R.* of Provincetown, Capt. Jack Rivers, has been in New Bedford for an overhaul of her 60 hp. Atlas, by P. F. Remington, as has the *Phyllis J.* of Nantucket, skippered by Capt. John MacDonald and equipped with an 80 hp. Atlas.

The *Rose Jarvis*, owned by Capt. Harold Mills of Fairhaven, has been lengthened 10 ft. amidships to make her 53' overall. As a result, her fish capacity was practically doubled and her sea-going ability greatly improved. The job was done by the Palmer Scott Boatyard. The boat is powered with a 110 hp. Gray Diesel with 3:1 reduction gear and uses Linen Thread nets.

New F-M for "Friendship"

Capt. Cleveland Burns of New Bedford has ordered a 180 hp., 6 cylinder Fairbanks-Morse for his boat *Friendship*.

7,315,000 Pounds Landed in May

A peak of fish production unprecedented for the port of New Bedford at this time of year was recorded as the result of a new system of tabulations achieved in a joint project by Ralph H. Osborn, Director of the State Division of Marine Fisheries, and William F. Royce, local Co-ordinator for the U. S. Fish and Wildlife Service.

Total production for May showed 7,315,000 pounds of fish caught as opposed to 5,375,000 in May, 1942. Mr. Royce declared greater accuracy in obtaining the figure had caused some of the disparity, although he attributed much of the increase to a gain in fish production.

New Small Dragger

Palmer Scott & Co., Inc., New Bedford, have completed on speculation a 40' x 11' 6" x 4' 6" dragger with a capacity for 15,000 pounds of fish.

Norton Sells "Josephine II"

Capt. Philip B. Norton of Edgartown, has sold his 35' fishing boat *Josephine II* to John J. O'Malley of New Bedford. Capt. Norton is now confining his attention to his boat storage business.

Gloucester Resumes Redfishing Under New Ceiling Price

WITH the establishment by OPA of a ceiling price on redfish of 3¼ cents per pound at the cap-log, Gloucester vessels resumed redfishing on May 23, following a 5-week stoppage of catching this variety in protest against the 3½ cent price offered by dealers. This was the first East Coast variety to receive an ex-vessel ceiling. The ceiling price on frozen redfish fillets was increased 1c to allow for the added raw material cost.

The return to redfishing has greatly boosted Gloucester landings. In the week ending June 12, out of a record total production of 7,000,000 pounds, nearly half of the landings were redfish and were accounted for by 43 trips.

Mackerel Landings Large

Since the first of this month, mackerel landings have taken a big jump, with the fleet operating on large schools off Noman's Land. The biggest day of the season was on June 10 when a million pounds were landed at New Bedford, Boston and Gloucester. During the second week in this month, 3 million pounds were discharged, bringing the total catch for this year up to 8 million, which was double that of last year at this time, and the best catch for any corresponding period since 1938. Landings for single days have exceeded one-half million pounds at Boston and Gloucester.

New Fish Plant Opens

The North Atlantic Fish Co. of Boston has opened a branch packing plant in the former Cunningham and Thompson 3-story building on Commercial St. with Frank Cefalo in charge. The property has been completely renovated and equipped with modern unloading, filleting and packing facilities for all kinds of fish.

Ipswich Bay Restrictions Eased

Government restrictions on the operation of fishing vessels in Ipswich Bay between Halibut Point and Newburyport harbor light house have been revised to permit fishing up to 12 o'clock noon. Previously, open hours were from 3:00 to 9:30 A.M. for the benefit of gill netters. The time extension will enable whiting draggers to work in one of their heaviest producing grounds.

"Richard J." Boats Overhauling

The *Richard J.*, Capt. James Madruga, owned by Richard J. Corp., is being completely overhauled and changed over from gill netter to a whiting dragger. The Company's *Richard J. II* is also being overhauled and having her deck raised.



The 75' x 17' x 6' 6" dragger "Chebeague" owned by R. E. Philbrick, of Rockland, Me., and skippered by Capt. Clyson Coffin. She is powered with a 175 hp. Buda Diesel engine, with 3:1 reduction gear, turning a 52 x 46 Columbian propeller, and is equipped with a Hathaway winch and Willard batteries.

The Gloucester gill netter "Margie & Roy", owned by Capt. Doane S. Nickerson, and skippered by Capt. John Hudder, shown at left. The boat is powered with a Model 457W Mack Mariner Diesel with 3:1 reduction gear and direct power take-off. The engine develops 70 continuous hp. and swings a 36 x 24 propeller to give a speed of 10 mph.



Maine Sardine Season Starts With Record Catch

THE Maine sardine season may now be considered officially open. Credit for throwing out the first baseball appears to go to four Southport men who put twine around a 20,000 bushel catch on June tenth.

Besides being the first big catch of the year, this was also the record-breaker. According to Sea and Shore Fisheries records, a 12,000 bushel catch a year ago in Casco Bay was the biggest single seine of sardines in the history of Maine.

Leslie Brewer of Southport swung his stop-net around the school between Cedar Bush and David's Island. With him were Bradford Pinkham, Myron Robinson, and Joe Alligan. It was Leslie's brother, Alvin, who made the previous record catch of 12,000 bushels.

The Brewers fish for the Peacock Canning Co., and the entire town of Southport joined Leslie in worrying about his catch until five carriers arrived in the morning. At \$1.20 a bushel, the men had \$24,000 tied up in their twine.

Food for Boats One Problem

Food for fishing boat fit-outs is getting scarcer and scarcer in the remote general stores where the down-east craft pick up their supplies. Meat, in particular, is hard to get. Commissioner Greenleaf has passed the thing on to Area Coordinator William C. Herrington, and has had the promise of some study of the matter. What Greenleaf wants are shipments of food suitable for shipboard use, specifically earmarked for coastal stores. The food problem is only one of many currently being worked on by Herrington. Others include gasoline, boxes and barrels, rope etc., each brought up in turn at a recent meeting between the Maine Fisheries Committee and Herrington.

Rearing Lobsters Against Odds

Working with half a crew, unable to get plumbing replacements, and without proper foods, the Maine lobster rearing station at Boothbay Harbor is carrying on this year. Instead of millions, the fourth-stage lobsters to be released during the month ahead will be counted in hundreds of thousands. Supt. Thomas McKinney says the liver shortage is his biggest problem. The Federal hatchery, cooperating, turns over many more fry than the State can rear, but these are being released. The fry have a much smaller chance of surviving to maturity than the fourth-stage lobsters, but under war conditions releasing them is the only solution. Fishermen who have seen the Maine lobster population growing annually under the rearing program will be glad to learn the rearing has not been stopped entirely—although this may have to be done if the war continues long enough.

"Connie F." Launched at Thomaston

The *Connie F.*, built for Capt. George H. Fisher of Oak Bluffs, Mass., slid smoothly from the Morse Boatbuilding Co. shed on May 22. She represents a new design by Albert Condon of Fairhaven, and is 65' x 16' 4" x 9', with a fish capacity of 65,000 pounds.

The boat has a full deck forward and a round stern, and will be rigged to drag from one side. Topsides and interior are finished with Pettit paints. There are commodious crew's quarters, sleeping six forward and two aft. The galley has a Shipmate range.

Power is furnished by a 70 hp. rebuilt Atlas Diesel, turning a Columbian propeller on a 3" bronze shaft with Hathaway stern bearing. Hathaway Machinery Co. will install their deck gear and winch at Fairhaven.

New Buda for 'Iva M.'

The *Iva M.*, Capt. Lew Wallace, of Rockland, is scheduled to get delivery of a new 170 hp. Buda Diesel with 2:1 reduction gear and 48 x 34 wheel in September.

Alewives Late

The first alewives of this season at Warren, were taken May 17, and the first shipment made that same day to the Ramsdell Packing Company, Rockland, the season nearly two weeks behind 1942.

The earliest date that alewives have been taken there was April 27, 1782, and the latest on record was June 2, 1885. Lateness of the run this year is due to the unseasonably cold weather, frosts reported as late as May 14 in different parts of the town. There also has been a lack of sunshine.

Connecticut Boats Repowered

STONINGTON Boat Works, Stonington, recently made the following Caterpillar Diesel installations in boats of the Stonington fleet: Model 8800, 70 hp. in the *Lindy*, Capt. Manuel Madeira, Jr.; Model 13000, 100 hp. in the *Irene & Walter*, Capt. Walter Schroter; and a Model 8800, 70 hp. in the *Intrepid*, Capt. Ernest Kydd.

New Boat Launched

The West Haven Shipyard, West Haven, launched a 58 ft. dragger on June 15 for Capt. Alfred Robello of Stonington, to be powered with a rebuilt 165 hp. Gray Diesel.



The Atlas-powered "Connie F." taking her maiden dip at Thomaston, Me.



The shrimp trawler "Southern Fisherman", 48' x 14', owned by J. A. Cesaroni, Thunderbolt, Georgia, and powered by a Caterpillar Diesel Marine Engine.

Texas Mullet Bill Fails to Pass

THE bill (H.R. 741) introduced in the Texas House of Representatives in April by Rep. Harvey Shell of Gregory, which would open Texas bays to seining, was approved by the House, but the Legislature adjourned the present session before the bill could be acted on by the Senate.

This bill was designed primarily to develop commercial fishing for mullet in Texas coastal waters, and its failure to pass both Houses was a disappointment to the Texas Game, Fish, and Oyster Commission as well as many commercial fishermen. This would have opened an avenue for marketing the tremendous supply of mullet now present in closed waters; also other fish which cannot be taken profitably under present restrictions.

Market for Catfish

The salt water catfish in Texas coastal waters has never been popular, but it looks as if this fish may gain more favor. The present shortage of fish has caused interest to be aroused in every type of edible fish in the Gulf and bay waters, and a large quantity of saltwater catfish is available for the taking. One of the fish companies at Aransas Pass has established a market and is paying 6 cents a pound for the fish when headed, gutted, and gilled.

Due to restrictions on seining, these fish are being taken only on hook and line, and the catch is necessarily limited.

One shrimp header at the Collins Fish & Oyster Company caught sixty pounds of catfish on hook and line one afternoon recently from a pier near the company's Aransas Pass docks. He used the spare time between shrimp boats for his fishing, and his bait was discarded shrimp heads.

Weather Affects Shrimping

Shrimping started early in May at Port Isabel with record catches being taken by several boats in the area. Windy weather, however, during the second week of the month tied the boats up to the pier, and some boats from Aransas Pass were unable to return home for more than ten days.

Short runs were also reported during the month at Port O'Connor, Galveston, Freeport and off Port Aransas.

Strong winds during the first week in June made it impossible for the boat crews to operate their trawls in the Gulf, and shrimping in most areas came virtually to a standstill.

Around June 10 the run started again off Port Aransas, well offshore. With calmer weather shrimp fishermen expect the run to move closer into shore both above and below Port Aransas. Most of the shrimp being caught are Jumbo size and are bringing 8 cents at the fish houses.

Redfish and Trout

During the windy periods of May and early June, very little commercial fishing was done, but as weather calmed netters brought in good catches of redfish and trout for which they received 18 cents.

Florida Catching, Canning Menhaden For Food

By C. R. Parker

CANNING of menhaden for human consumption is under way at the Fernandina plant of Stokely Brothers. The food division of the War Production Board, the Fish and Wildlife Service and Stokely Brothers, which operates canneries throughout the country, have been experimenting for more than a year with methods of preparing menhaden for humans.

A product meeting Government approval began coming off the assembly line at Stokely's on a regular schedule May 28. The plant's entire output of several thousands of cans daily has been contracted for by the Government for Lend-Lease.

The portions of the fish not suitable for human consumption are still used for oil and fertilizer, so that only the scales are wasted.

Men largely responsible for development of the new product include T. J. Corbett, Fernandina; F. C. Good, national representative of Stokely; H. B. Farnum, local plant manager and formerly of New Bedford, Massachusetts; L. O. Bowman, local plant engineer; C. B. Carlson, Fish and Wildlife Service; R. O. Smith, regional co-ordinator, Jacksonville; and J. D. Williamson, Department of Agriculture.

Adapting Small Vessels to Menhaden Fishing

Mr. Carlson and Mr. Farnum sought to develop a new-type fishing gear and boat for the East Coast and imported equipment similar to that used in Alaska. This gear is used on boats ranging in size from 45 to 55 ft. in length, with the engines placed well forward and allowing for refrigerated storage in the center of the boat with a turntable, seine roller, hoist, purse skiff, etc., placed near the stern of the vessel.

However, it was found that West Coast purse nets were not of sufficient length, proper mesh, nor depth to assure consistent catches which are necessary for efficient operation. Mr. Farnum and Mr. Carlson then re-designed a new purse seine which operates from the small menhaden boat proper, using a small skiff for a leader and the mother ship after launching the skiff, leads the net out and completes the setting of the purse and all other operations are handled from the boat proper using only a 6 to 11 man crew to the boat.

This radical change-over from the accepted methods of menhaden fishing permits construction and rigging of a boat for from \$8,000 to \$15,000 whereas to build and outfit the types of boats used in taking porgies for the commercial fish meal and oil properties costs from \$65,000 to \$125,000 cash and requires about 25 men to operate the vessel which is usually about 75 ft. in length. The new type boats and equipment can be operated with from 6 to 11 men.

Several local fishermen have already started negotiations for converting shrimp boats to the new type gear and it is understood that the new type gear will not prevent these boats continuing shrimping operations but would only be a matter of substituting different nets and retaining the other menhaden gear. The cost of converting a shrimp boat to the new type gear, moving engines forward, etc., ranges from \$3,000 to \$4,000 it was stated.

Coast Guard Eases Regulations

The Seventh Naval District Coast Guard headquarters announced the last week in May the opening of a two-mile-wide inshore strip extending from Government Cut, Miami Harbor, to Key West, for both day and night fishing operations.

Although the new rule will permit extensive—and, under present conditions, highly profitable—hook-and-line bottom fishing over the shallow reefs, it will benefit shellfish interests especially.

Another section of the Gulf coast of Florida was opened to fishermen May 31 when the Navy announced that vessels would be permitted to operate at all times in a three-mile-wide strip bordering Wakulla and Franklin counties, except in certain "danger areas".

Louisiana Shrimp Industry Wants \$30.00 Ceiling

CAPTAIN John Santos of Patterson, La., President of the Shrimp Dealers Association, and President Harvey Lewis of the Gulf Coast Fishermen's Association contend that shrimp ceiling prices should not be less than \$30.00 per barrel base to the fishermen and 30 cents per pound f.o.b. shipping point to wholesalers. Both sections of the industry are disposed to accept unchanged the present ceiling on fresh frozen and processed and canned shrimp.

Santos and Lewis have made an appeal to OPA, explaining reasons why the ceiling asked is fair, stressing the fact that fishermen's earnings are comparatively moderate, and emphasizing the increased cost of deep, outside fishing.

Shrimp Dealers' Officers Re-elected

At a meeting of the Southwest Louisiana Shrimp Dealers' Association held in Berwick last month, Captain John Santos of Patterson was re-elected president, Captain John Hardee of Morgan City, vice-president, and Joe Giordano of Morgan City, secretary-treasurer. These officers have guided the destinies of the Association since its organization several years ago. The Association includes all of the principal dealers in shrimp in Morgan City, Berwick, Patterson and Houma, comprising about 20 of the largest producers of deep water shrimp in Louisiana.

Market for Louisiana Gar

One of the leaders in utilizing new food sources is M. J. B. Duggan of National Frosted Foods, Inc., of New York. Duggan has been co-operating with Dr. Nelson Gowanloch of the Louisiana Department of Conservation to process and market such foodstuffs.

Willing and anxious to try anything in the emergency, Duggan became interested in the long nose or "alligator" gar of the Louisiana lakes and streams. Samples of fresh and smoked fillets of gar were sent to expert food tasters in New York, where they received an unqualified O.K. In fact, Duggan relates, it was found that the smoked gar equaled in taste and appearance the greatly favored smoked sturgeon, highest priced of smoked fish.

With this to go on it didn't take long to establish several good markets for fresh and smoked gar, and Duggan reports that about 100,000 pounds of fillets are now being shipped out of New Orleans each week. This amount will be stepped up as fast as facilities permit.



The sponge fishing boat "St. Nicholas II", as she looked in a ceremonial, is owned by Capt. Michael Billiris, of Tarpon Springs, Florida, and is equipped with a 6-cylinder, 4½" x 5¾" Superior Diesel engine, rated 100 hp. at 1600 rpm.

Victor S. Michel, president of Michel, Martina & Martina, Inc., New Orleans, cultivators and shippers of oysters.



The remainder of the gar fish after the fillets have been removed is an excellent source for essential oils and protein animal foods.

Blessing of the Fleet, July 18

The Auxiliary Coast Guard Artillery band will furnish music and add color to the Annual Blessing of the Fleet celebration scheduled for July 18 at Morgan City. The officials of the Gulf Coast Fishermen's Association have completed their plans for the coming event. It will be the biggest and best of a seven-year series of religious and festive ceremonies. The picturesque and historical "Blessing" will also be the occasion of parades, water festivals and night entertainment.

Additions to Morgan City Fleet

Vernon Boynt will soon have his new trawler *Doughboy* in operation. Machinery is now being installed. Alvah Gallaway's trawler *VonCille* is also nearly ready to join the producers. Reinhart Hansen has recently had his trawler *Ajax* returned to him by the Government and it will again engage in fulltime fishing.

"The Recovery" Ready for Service

The Riverside Sales Company is about ready to place a new trawler, *The Recovery*, in service. This new boat will be one of an imposing fleet now working under the Riverside Flag. Jack Pharr and Victor Guarisco are the owners.

Oyster Output to Be Increased

A marked increase in the production of oysters in Louisiana is expected to result from the planting of 150,000 barrels of seed oyster shells in Terrebonne and Jefferson parishes.

The Conservation Department also plans to transplant oysters from crowded to depleted reefs in Plaquemines and St. Bernard parishes, and the entire project should not cost more than \$50,000, according to the Commissioner.

"It is reasonable to expect," James N. McConnell, Director of the Oysters and Water Bottoms Division of the department, said, "that from the 150,000 barrels of seed oyster shells 750,000 barrels or more should be produced annually within a two-year period."

Biloxi Packers Attend OPA Meeting

Biloxi seafood packers attended a two-day meeting with OPA representatives to discuss ceiling prices for the seafood industry, in New Orleans. Packers from Alabama, Mississippi, Louisiana and Texas were present to take up problems in the various branches of the industry.

Those present from Biloxi were: A. O. Soares and V. Santos, Biloxi Canning Co.; Roy Rosalis, Union Fisheries; J. E. Wentzell, Wentzell Bros.; Steve M. Sekul, Sea Coast Packing Co.; Mrs. Mary Anticich, Anticich Canning Co.; R. H. Sewell, DeJean Packing Co.; Claude Coulter, Kuluz Bros.; John Mavar, Jr., and Nick Mavar, of Mavar Shrimp and Oyster Co.; and John Ewing and Jack Williams, of the Gulf Coast Shrimpers and Oyster Men's Association.



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Maryland Plants Sponge Crabs And Oyster Shells

THE session of the Maryland Legislature, which ended March 31st, appropriated \$5,000 for sponge crabs to be planted in the waters of the Tangier and Pocomoke Sounds. During the last week of May and first of June, the crabs were bought and brought to Crisfield to be placed in the waters. Last season \$300 was spent for sponge crabs placed in these Sounds, and the crabbers claimed there was an increase in crabs. State Senator L. Elwood Dize, and A. Wellington Tawes, president of the Bank of Crisfield, advanced the money until the State appropriation was available. The State biologists claim that planting sponge crabs is a failure, and all are interested in the experiment.

On May 1st, Edwin Warfield, chairman, and Allen A. Sollers, of the Department of Tidewater Fisheries of Maryland, met a body of Crisfield oyster packers, and discussed the planting of seed oysters in different areas of Maryland. They said they intended to plant 75,000 bushels of shells in Holland Straits, as they found that spats caught in that section quicker than in any other, and they intended to remove them to other areas later, when small oysters gathered on the shells. In the Manokin 20,000 bushels of shells have already been planted. Somerset County will receive about 8½ per cent of the money available for planting shells in the State. Last year 200,000 bushels of shells were planted in Somerset County waters. The tongs in Somerset reaped a harvest off these areas. Among the Crisfield oyster packers at the meeting were John T. Handy, Arlie G. Sterling, Isaac H. Tawes, A. Earl Dize, Murray E. Ward, Harold Bassett, and A. Wellington Tawes.

Crab Season Open

The crab season opened in Maryland waters of the Chesapeake Bay on May 1. The first week of May was cold and stormy, but later in the month, the weather became warmer and soft crabs began to appear in the local market. As usual, soft crabs from the Western shore began about two weeks before they appeared at Crisfield. The pot crabbers have been doing well but the scrapers and trot-liners have not been so successful. While soft crabs have not been so plentiful, there has been a sufficient supply for the demand. Soft crabs have brought good prices so far and are expected to even go higher as the season advances. The crabs have been larger this season than usual. It has always been said that, when there was no grass on the bottom of the Sounds, there would be a scarcity of crabs, but never before was there such a scarcity of sea grass. This grass is used in packing soft crabs and a number of watermen make a Summer's work gathering this grass and furnishing the packers. One load sold for \$200, that ordinarily would have only brought about \$2. Some packers say they can use marsh grass as a substitute. While not as good, it will answer the purpose.

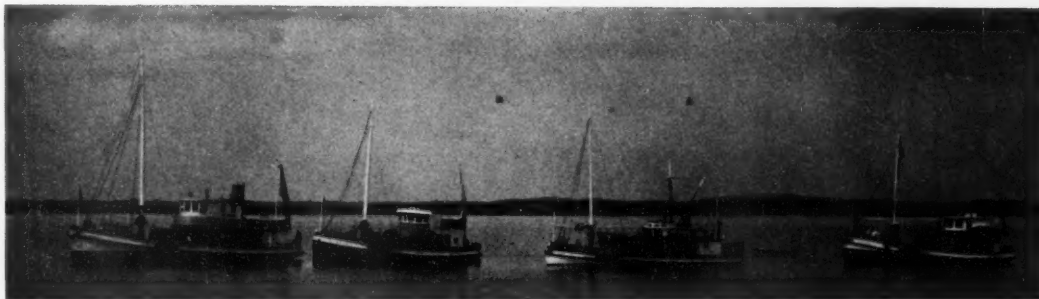
Canning Herring

Lloyd Riggin, of the firm of Ralph Riggin & Bro., of Crisfield, has invented a machine to cut herring, ready for canning. This machine cuts the fish exactly the size to place in the can before cooking. It does the work of 20 men. Mr. Riggin says, if it was not for this machine, he could not afford to can herring this season. He invented a machine a few years ago to slice herring, and now he uses both machines in his canning houses. This season the firms of Ralph Riggin & Bro. and John T. Handy Co. combined in the herring canning. They can herring roe also.

Fishermen Doing Well

The fishermen have come into their own this season. While the shad and herring season was one of the worst, croakers and trout (weak-fish) have been extra good. Capt. William Landon, a haul-seiner, caught 700 boxes of croakers and a ton of trout in one day's fishing. There are 100 pounds of fish in a box. Croakers began at 10c a pound, but later fell to \$2.50 a box, a good price. There are more haul-seiners this season than ever before in the history of the industry. The crews work on a share basis. The pot and pound fishermen are doing as well also. The shad and herring season usually closes on June 1st but was extended to June 10th this season.

What Greenport Oyster Co. Says About Wolverines



The Greenport Oyster Co., Greenport, Long Island, operates six oyster boats. (Four are shown above). Five of the six are Wolverine-powered. The Company says:

"We are more than pleased with the service Wolverine engines have rendered, and what is more important, the service rendered by your organization on any of the minor adjustments which our severe working conditions have occasioned. We cannot speak too highly of the performance your engines have given us, and the complete satisfaction we have had at all times in our business dealings with your firm."

You can depend on Wolverine for Performance and Service

Wolverine Motor Works Inc., Union Ave., Bridgeport, Conn.

Two New Draggers

(Continued from page 13)

hatch has been placed over the engine room. The winch is set on this hatch. The iron hull sheathing in the way of the gallows frames, was installed by John T. Love. There is wood sheathing on the port side for scalloping. The fish hoist is 5 hp. "Gloucester" model.

The fo'c's'le, entered through a large dog house, contains all facilities for the comfort of the crew. There are 7 bunks and a Shipmate range.

The fish hold, with a capacity of 140,000 pounds, is 23' long and contains 5 bins on each side.

The cabin and engine room layout is unique in that there is no bulkhead between them. Instead, there is a pipe guard rail with two 12" steps down to the engine room floor level. This arrangement provides better air and light, more space and increased accessibility to the engine. There are two bunks in the cabin section, which is entered by an exceptionally large companionway. A hot water heater connects with radiators in the cabin and house. The engine room section is sufficiently high to allow for removal of engine pistons.

Propulsion power for the *G. N. Soffron* is furnished by a rebuilt 180 hp. Cooper-Bessemer Diesel, which operates a 5 kw. Imperial generator and Goulds pump, and is equipped with a John T. Love silencer. Love also supplied the four fuel tanks with 3500 gallons capacity, the 100 gallon lubricating oil tank, and two 320 gallon galvanized water tanks.

The vessel has a 4½" bronze shaft and 54 x 42 Hyde propeller. Auxiliary equipment comprises an 8 hp. Lister Diesel connected to a 3 kw. Imperial generator and operating Curtis compressor and Goulds pump through Kinney clutches.

This equipment, as well as the "Deseco" switchboard, was supplied by Diesel Sales & Engineering Corp., Boston. Battery equipment consists of two sets of 32 volt Willards.

The Launching of the Dragger "G. N. SOFFRON"

Marks Our Entry
into the
Fish Producing Business
in contributing to
America's Food Supply

SOFFRON BROS.
IPSWICH, MASS.

Packers and Distributors of

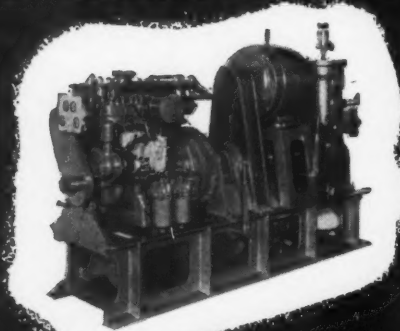
"TENDERSWEET" CLAMS

Used by all leading Roadstands and Restaurants,
and noted for making Fried Clams Famous

REINER

Made to Order

**MARINE AUXILIARY
DIESEL POWER UNITS
and GENERATING SETS**



REINER Diesel Marine Auxiliary Unit.

REINER'S specialty is studying auxiliary service requirements and then assembling selected standard units into one composite unit capable of carrying the entire load.

That such a specialty is more than welcome in marine circles is evidenced by the steady stream of orders for REINER Units received from all over the country.

JOHN

REINER & COMPANY

12-12 37th AVENUE, LONG ISLAND CITY, N. Y.

Virginia Has Record Crab Year

PENINSULA crab-packers are finding the 400 mile spawning tract near the Virginia capes very successful. Statements from some of the crab-packers of the area attest to the success of the crab sanctuary.

George T. Elliott said "we have more crabs this year than we have had in several years. Our problem is labor. Yesterday we kept our crabbers in, and today again were forced to restrict their catch because we don't have the necessary pickers."

"We have more crabs this year than we can handle", S. S. Coston stated. "We are having trouble getting labor; we need both men and women for work in the plant and as pickers."

George W. Armory, Jr., asserted "We have a thousand times more crabs than we can pack; with 70 per cent of the labor cut—only 30 per cent of the former number of crabbers now are available—we cannot handle even one-half of the catch."

Crabs have been increased by 100 per cent by setting aside the sanctuary, Floyd W. Moore, of McMenamin Company believes. "In the 35 years I have been in this business I don't believe I ever before have witnessed more crabs than this year. We can't handle all the crabbers bring to us; we don't have and can't get the labor".

Fight Oyster Borer

The fight against screwborers, enemy of the oyster, is saving the oyster industry thousands of dollars as part of the repletion program of the Virginia Commission of Fisheries.

W. D. Steelman, oyster inspector of Chincoteague, reports that the amount of borers already caught in the activity of a few days over a month represents a saving of \$140,000 worth of oysters in a season.

The catch of borers in little more than a month totals 343 gallons. Each gallon contains some 1,500 borers and each borer has been estimated to destroy 10 cents worth of oysters per year. Each borer, of the spawning type, spawns 48 times with 5 in each spawn. Borers are being caught just before the spawn.

Shad Season Closed

May 31 was the deadline for catching shad in Virginia waters, and commercial fisheries and seafood dealers of Richmond said it had been a good season for them.

R. P. Matrin, a wholesaler, said the season was "possibly the best we've ever had. It's been particularly good on the rivers. I've been getting shad from the Mattaponi and the Pamunkey for 7 years, and some of the Indians who have been operating boats for lots longer than that tell me the season has been their best in a long time. They've caught a lot of shad this year, principally because war restrictions on bay waters have let more shad come up the rivers. Prices have held up excellently.

T. L. Broun, a seafood executive, said, "rationing of meat has proved a valuable windfall to the shad fishermen. They've made more money this year than in several seasons, because shad is a good meat substitute and hasn't required any ration coupons. Fishermen on the Chickahominy have had a fine season, with some of them getting from \$50 to \$100 a day for their catch."

N. C. Expects Menhaden To Run Well

REPORTS received at Southport from Florida are indicative that there may be a good menhaden fishing season along the North Carolina coast, if there is sufficient labor to operate the plants. Florida catches are reported better than ever.

Judging by past performance, when menhaden run well in Florida early in the year, they also show up strongly off the North Carolina coast in June. Boats from Beaufort and Southport were expected to return from Florida to begin work for their home plants this month. Meanwhile, other North Carolina owned boats have gone east to begin operations off the New York and New Jersey coasts.

Hatteras Gets Record Catches

Fishermen of Hatteras are making splendid catches of trout and other varieties of fish. Prices are running unusually high. With prices like they are, due to the scarcity of other food, many varieties of fish that once sold poorly are paying well, and even a poor catch brings a premium price.

Fulton Market Men as seen by the Fishery Council

CARL JOHN BUCKLING, of Coast Fish Company, used to be called the Kid-Glove Kid of Fulton Market by Luke Wilson.

When 18 years old, Carl obtained a job running a milk truck for Mrs. E. H. Harrimann. While delivering some cream one day he met Maude Dudley. She was the peach for the cream, Carl adds, and so they were married. Maude came from a line of fish people. Her father, Bill Dudley, had been working in the market for thirty-five years with Wallace & Keeney, and her brother, the late Bert W. Dudley, was a partner in the firm of Dudley & Reynolds—naturally it was "in the cards" for Carl to come to Fulton Market. Through the efforts of Bill, he became a salesman for Wilson & Barry, in 1909, and stayed there two years. Then he joined John A. Lambert, broker, for a year, going over to Lockwood & Winant for four years, Burnett & Keeney for one year. Wallace, Keeney & Lynch had him on their payroll for two years and later, Elliott Brothers for fourteen years. His last migration brought him to Coast Fish Company, which he and Albert Kronimus and Edward Drew took over. That was 10 years ago and he's been staying put ever since.

"Jimmy" McBarron, of James McBarron, Inc. and Wallace, Keeney, Lynch Corporation, the youngest wholesaler in Fulton Market, was born 37 years ago. He attended St. Ambrose Parochial School in Brooklyn and later was graduated from St. Leonard's Academy, in the same boro. Fulton Fish Market was far from his thoughts at that time but fate, in the form of Mike Liebl, an alumnus of St. Leonard's, lent a hand. Then working for the E. E. Rich Company, Mike needed an office boy. Sent down for the job "Jimmy" took one look around and scooted back to St. Leonard's. Gently but firmly he was told to take the job. "Jimmy" came and worked with E. E. Rich for two years. That was 22 years ago. From there he went to Eastern Commission as a salesman and bookkeeper. A few years later he started out in business for himself as James McBarron, Inc., in the old market. As luck would have it, the market collapsed and "Jimmy" expected to collapse with it. Getting out fast he rented a place over at 98 South Street, only to find that the lease had already been sold to J. Edwin Treacle—so "Jimmy" was out in the cold again. Undaunted, he leased a small place, also on South Street, and from there eventually moved over to the new "old" market. In March of 1942 he bought the Wallace, Keeney, Lynch Corporation, and at present is running both companies.

How Many **DEWITT HOOKS** *Will You Need*

Our modern production facilities enable us to turn out the finest quality American-made fish hooks at high speed.

DeWitt fish hooks are made of the finest quality, scientifically tempered metals and designed to deliver the utmost service for the aquatic food industry.

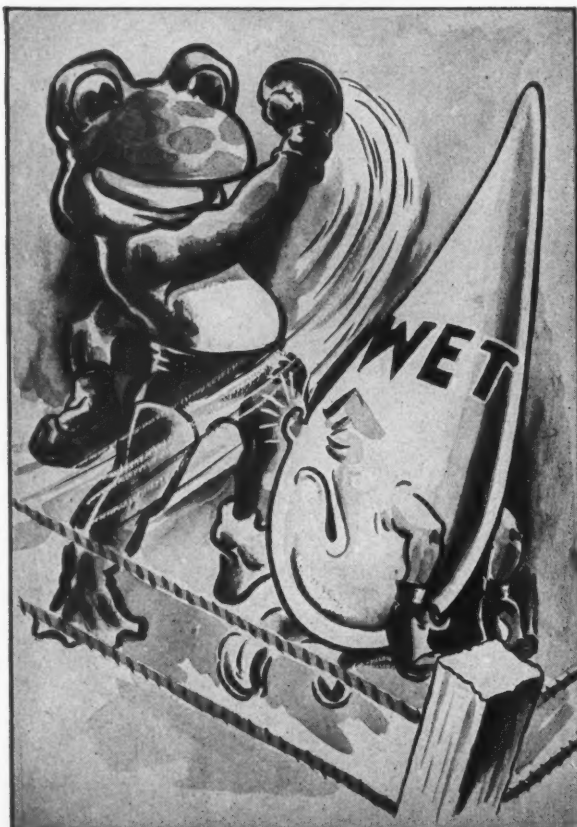
**Let us quote you on
your requirements.**

Bill DeWitt Bait

DIVISION OF SHOE FORM CO. INC.

AUBURN, N. Y., U. S. A.

ALL SET FOR THE WET



FROG BRAND WINS!

Wherever men must work under "wet" conditions, whether indoors or out, Sawyer's Frog Brand Oiled Clothing wins in any comparison of light, flexible, water-resistant clothing.

When you want to be "All Set For The Wet", look for the Frog Brand Trademark. Right now, a large portion of Sawyer's productive capacity is devoted to the War Effort, but it is still well worth while to ask first for Sawyer's Frog Brand.

Write for information to

THE
H. M. SAWYER
& SON CO.
EAST CAMBRIDGE
MASSACHUSETTS



Sawyer's



FROG BRAND OILED CLOTHING

Fulton Market Wholesale Prices

Species	May 1-8	May 10-15	May 17-22	May 24-31
Alewives	.02-.02	.. ..	.. ..	.. ..
Bluefish	.20-.25	.20-.35	.25-.35	.40-.40
Bonito	.. ..	.14-.16	.15-.15	.12-.18
Butterfish	.03-.20	.07-.18	.08-.18	.09-.20
Codfish, mkt.	.07-.12 1/2	.08-.10	.07-.12	.09-.16
Codfish, stk.	.09-.18	.09-.21	.10-.16	.08-.24
Croakers	.03 1/2-.07	.01 1/2-.08	.06-.08	.06-.09
Dabs	.. ..	.. ..	.11-.11	.08-.14
Eels	.. ..	.12-.12	.04-.12	.05-.15
Flounders	.02 1/2-.15	.02-.10	.04-.12	.03-.15
Fluke	.15-.25	.15-.25	.14-.24	.12-.23
Haddock	.09-.12 1/2	.08-.12 1/2	.07-.12 1/2	.08-.15
Hake	.01 1/2-.08	.01 1/2-.06	.02-.04	.02-.12
Halibut	.10-.30	.10-.30	.25-.30	.25-.30
Herring	5.00-9.00	7.00-15.00	3.00-7.50	4.00-6.00
Jewfish	.. ..	.. ..	.. ..	.16-.18
King Whiting	.04-.20	.04-.10	.03-.10	.04-.10
Kingfish	.. ..	.. ..	.03-.08	.07-.10
Mackerel	.07-.23	.08-.16	.08-.17	.08-.20
Mullet	.. ..	.. ..	.11-.11	.. ..
Pollock	.09-.15	.06-.10	.09-.13	.04-.19
Pompano	.55-.60	.60-.65	.. ..	.. ..
Red Snapper	.. ..	.32-.33	.. ..	.. ..
Salmon, Pac.	.35-.55	.35-.45	.35-.50	.25-.42
Scup	3.00-10.00	3.50-8.00	4.50-6.00	4.50-7.00
Sea Bass	.10-.22	.21-.25	.10-.25	.09-.23
Sea Trout, g'y	.08-.27	.05-.25	.04 1/2-.23	.05-.25
Sea Trout, spt.	.25-.25	.. ..	.. ..	.. ..
Shad	.01 1/2-.18	.04 1/2-.18	.07-.20	.06-.25
Silversides	1.00-2.00	2.00-2.25	.. ..	.. ..
Smelt	.16-.18	.15-.20	.18-.20	.. ..
Sole, g'y	.. ..	.09 1/2-.14	.10-.13	.10-.18
Sole, lem.	.13-.18	.08-.14	.11-.13	.11-.16
Striped Bass	.12 1/2-.30	.08-.20	.18-.25	.20-.35
Tautog	.. ..	.05-.08	.04-.04	.03-.05
Whiting	2.00-6.00	2.00-6.00	1.25-6.00	2.00-8.00
Yellowtails	.01 1/2-.16	.03-.11	.06-.10	.08-.13 1/2
Clams, hard	2.50-18.00	2.00-16.00	2.50-16.00	2.50-15.00
Clams, soft	3.00-4.00	2.50-4.00	2.00-4.50	.75-4.00
Conchs	2.50-4.50	2.00-4.50	2.50-4.50	2.50-4.00
Crabmeat	.50-1.35	.40-.90	.60-1.25	.65-1.85
Crabs, hard	2.00-3.00	1.50-3.00	1.50-2.25	1.50-1.50
Crabs, soft	.75-2.75	1.50-2.50	.75-3.00	.50-2.50
Lobsters	.45-.60	.. ..	.38-.48	.43-.47
Mussels	.75-1.25	.50-1.00	.50-1.25	.75-1.25
Shrimp	.18-.65	.18-.42	.20-.45	.10-.45
Squid	.14-.20	.10-.14	.06-.12 1/2	.11-.12

N. Y. Unemployment Insurance Law

THE U. S. Supreme Court by a unanimous decision has upheld the N. Y. State Court of Appeals which ruled that maritime services are subject to the Unemployment Insurance Law.

Thus, all employers of four or more persons as officers or members of crews are subject to the New York State Unemployment Insurance Law which assesses a tax of 2.7 per cent on wages paid.

Contributions are due from January 1, 1942 according to the State law as amended at the last session of the Legislature.

Anchoring Handbook

JUST off the press is a new booklet by the Northill Company, Inc., entitled "The Anchoring Handbook". Distribution is to be free to all boat owners through leading ship chandlers and marine hardware stores.

The material contained was assembled by several outstanding authorities on anchoring and anchor design, which makes the booklet informative and of constructive value.

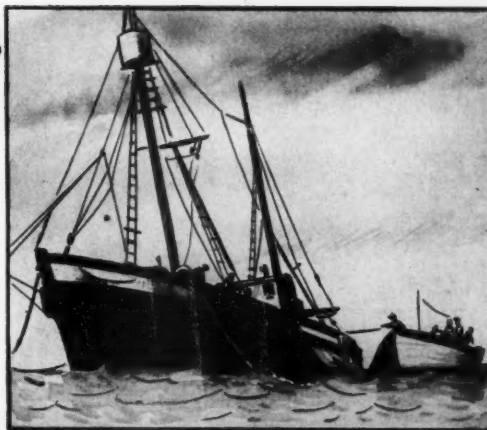
Following are the subjects covered: history and development of the anchor, how to choose your anchorage, letting go, weighing anchor, holding power, care of ground tackle, tables and charts.

Beat that 5,000,000,000



TO MEET the Government's demand for 5,000,000,000 pounds of fish this year, the Fishing Fleet girds its loins and accepts the challenge. New Bedford, with its complete line of "Topsall", is right in the thick of the fight.

There's an admitted shortage of ships and manpower—and that means that *equipment* will have to take up the slack. You can't work against such odds with worn or inferior rope. "Topsall" is tough, water-resistant, flexible, easy to handle and has other qualities that recommend it to men who go down to the sea in ships.



DON'T • dry rope near excessive heat. • drag rope on ground or across rough planking. • allow rope to kink when coiling or uncoiling. • tie knots instead of making careful splices. • be lazy — hang rope up to dry. • store rope while it is still wet — keep your rope locker dry and well ventilated.

NEW BEDFORD LORDAGE CO.

2338 way, New York, N. Y. • 31 St. James Ave., Boston, Mass.
Mills: New Bedford, Mass.

Long Island Trap Fishing Good

THE trap-fishermen are busy on the fishing grounds both in the Bay and Sound. Very good catches are made and prices received are very satisfactory.

Weakfish

The Peconic Bay boat captains believe they will have one of the best seasons ever for weakfishing. Weakfish tip the scales from two to three pounds. The commercial men have been netting good-sized weakfish, some running up to six pounds. At Canoe Place a ten-pound rod and reel catch was made recently. Party boats are reporting four, five to six hundred weakfish in a day's catch. No fish are wasted, for those that are not brought back by the party are disposed of in market by the Captain.

Blowfish

Along the South Shore blowfish are appearing in numbers along with flounders and eels. In years gone by the blowfish was regarded as a nuisance by fishermen. The change of status finds that the blowfish, or blowfish fillet, is now being recommended more than ever as a food fish these days.

Clams

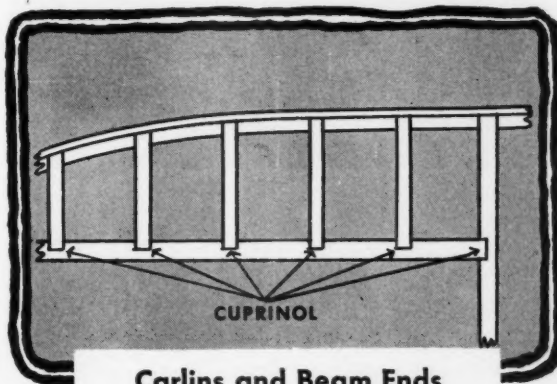
The men engaged in clamming, both hard and soft, are finding the catch very good. The demand and price were never better.

Sea Robbins Going to War

A Long Island firm is now filleting sea robbins and blowfish. The fillets of both these fish are being quick frozen, and are attractively packaged.

George Rudolph

George Rudolph died on May 22. He was 57 years old. For the last 30 years Mr. Rudolph had been proprietor of the Rudolph Oyster Company of West Sayville, a firm started by his father, the late William Rudolph. Mr. Rudolph was a member of the Oyster Institute and the Oyster Growers and Dealers Association, and for 20 years was treasurer of the Union Oyster Planters Association.



Carlins and Beam Ends

Most deck leaks work in along the cabin sides, directly over the carlins. Cabin sweat, too, breeds rot in the carlin notches and beam ends. Stop this rot with Cuprinol, which quickly penetrates the wood fibres and sets up a defense against this decay. Cuprinol is a Type A wood preservative under Navy specification, but Cuprinol materially exceeds this specification.

CUPRINOL

For Wood

**Prevents Rot
and
Insect Borers**

Available on low priorities. Write for information.

CUPRINOL, Inc., 12 Spring Lane, Boston, Mass.

"YANKEE" TRAWLS

Stand the Gaff — Deliver the Goods



"YANKEE" Trawl Nets and Drags are made to meet the most severe fishing requirements. They are fabricated from best quality twines, reinforced at all critical points, to make the strongest, most durable trawls possible. As a result, they give maximum wearing service under all bottom conditions, and hold their catch securely. "Yankee" Trawls are available in all styles and sizes—Standard Trawls, Special Trawls, Trawl sections and Webs.

The LINEN THREAD CO., Inc.

Successors to American Net & Twine Co.

60 E. 42nd ST., NEW YORK CITY

GLOUCESTER-BALTIMORE-CHICAGO-SAN FRANCISCO

Netting Headquarters Since 1842

Cordage Uses

(Continued from page 12)

Hauling Line (purse seine—running line, towing line): This line is subject to severe strain when the ends of the net are towed together. Sisal or fibers other than manila or sisal are permitted.

Haul Up Line (otter trawl—sometimes referred to as part of splitting strap): The size of this line can be increased. The recovery of the catch depends on this line and the line is subject to some chafing. Sisal should be satisfactory.

Lead Line (otter trawl): This line merely serves to hold the leads and does not interfere with the efficiency of operations. Fibers other than manila or sisal should be satisfactory.

Lead Line (purse seines and ring nets): The fishing ability of the net depends on the net remaining in the same proportions as hung within narrow limits. The use of a fiber of unknown stretching and shrinking characteristics when wet may result in serious reduction of the catch of seine fish. Sisal or fibers other than manila or sisal are permitted.

Lead Line (other than sounding line—foot rope): Fibers other than manila or sisal should be satisfactory for all gill nets.

Messenger (side set trawlers): This rope is under severe conditions of strain and abrasions but there is no limit to size. Sisal or fibers other than manila or sisal are permitted.

Purse Lifting Strap: Sisal or fibers other than manila or sisal are permitted.

Purse Line: This line is subject to very heavy strain even under normal operating conditions. When a snag is encountered even the best grade of heavy bolt rope sometimes parts. Its failure means the loss of a large quantity of fish, perhaps as much as two hundred tons. Substitution of soft fiber is definitely not recommended. Substitution of wire rope could be made on the larger craft but it would be difficult on the smaller craft and in any case would require the installation of new blocks, drums and winch parts that are at present very critical. Manila, sisal and other fibers are permitted.

Purse-Ring Bridles (purse bridles): Lines made from sisal or fibers other than manila or sisal of sufficient strength should prove adequate.

Purse Seine Bow Line (purse seine stern line): The strain on this line is not great and substitution of fibers other than manila or sisal is possible in the case of larger vessels.

Purse Weight Lines: Fiber other than manila or sisal should be satisfactory.

Quarter Rope: Sisal or fibers other than manila or sisal are permitted.

Rib Lines (belly lines): Many operators have dispensed with them as unnecessary. Fibers other than manila or sisal are permitted.

Seine Painter (known as skiff tow line in some fisheries): This line is under heavy strain in a sea. Sisal or fibers other than manila or sisal are permitted.

Skate Straps (trawl lines): Fibers other than manila or sisal can be substituted.

Sling Shots (trawl lines—slip shots): Due to the chafing action on the bottom, this line is much heavier than required by the strains involved. Fibers other than manila or sisal should be satisfactory.

Snells (gangings): Cotton should be satisfactory.

Splitting Strap (otter trawl): The recovery of the catch depends on this line and its failure might result in loss of human life and valuable food fish. The loop is subject to considerable chafing and although the size of this line could be increased, it is under severe strain. Sisal or fibers other than manila or sisal are permitted.

Stake Lines (guy lines, anchor lines): Fibers other than manila or sisal are permitted.

Trap Hanging Lines (rib lines, top line, bottom line, tunnel lines, breast lines): While the fishing ability of a trap depends on the tunnels and netting remaining in the same proportions as hung, it is believed that due to the nature of the equipment and the method of operation that substitution of fibers other than manila or sisal is satisfactory.

Trawl Lines (ground line, set line, long line, trot line): Fibers other than manila or sisal are permitted.



Many
U.S. PATROL CHASERS
and
U.S. MINE SWEEPERS
use



JEFFERY'S MARINE SHIP GLUE

for further information write

L.W. Ferdinand & Co., Inc.
599 Albany Street - Est. 1873 - Boston, Mass.

Boston Landings for May

(Hailing fares. Figure after name indicates number of trips.)

Acme (4)	39,500	Josephine & Mary (3)	153,500
Adventure (2)	269,000	Josephine F. (3)	16,300
Alden (1)	66,000	Josie M. (4)	53,300
Alphonso (2)	20,000	Josie II (4)	30,200
American (3)	328,700	Kid Roberts (2)	7,300
Anna Guarino (2)	14,000	Lark (2)	213,000
Anna Madre (3)	10,500	Lawrence Scola (2)	66,600
Annie (5)	46,600	Leonardo (3)	29,500
Annie & Josephine (5)	15,800	Liberty (1)	10,000
Annie & Josie (3)	41,200	Linta (1)	56,000
Annie II (3)	28,800	Lucy (1)	1,600
Antonina (1)	2,200	Maine (4)	502,200
Bethulia (2)	119,000	Maria del Sacorso (3)	31,000
Bettina (2)	187,000	Maristella (3)	253,500
Billow (4)	353,700	Marjorie Parker (3)	155,300
Boston (1)	72,000	Martha G. Murley (1)	36,800
Breaker (2)	268,000	Mary and Jennie (3)	33,000
Breeze (3)	276,000	Mary Rose (2)	103,000
Brookline (3)	367,700	Mary Tapper (2)	100,000
Cambridge (3)	466,000	Neptune (3)	303,300
Cape Ann (1)	77,000	Newton (2)	331,000
Capt. Drum. (1)	63,000	Olivia Brown (1)	103,000
Carlo and Vince (1)	65,000	Olympia (3)	183,000
Carmella Maria (6)	30,200	Paolina (5)	16,600
Catherine B. (4)	19,300	Plymouth (3)	332,500
Clarence B. Mitchell (2)	11,100	Princess (1)	39,600
Columbia (2)	323,000	Providence (2)	7,100
Cormorant (1)	301,000	Quincy (3)	392,000
Dawn (1)	52,000	R. Eugene Ashley (2)	115,000
Desire (1)	18,000	Richard J. Nunan (1)	38,000
Dorchester (3)	351,800	Ripple (3)	290,000
Eddie and Lulu M. (3)	18,900	Rita B. (3)	203,000
Elsie (4)	86,100	Robert & Edwin (2)	20,000
Ethel (3)	36,700	Roma (4)	49,100
Eva II (3)	18,700	Rosie (5)	66,500
Fabia (3)	305,200	Rosie G. (1)	4,000
Familia (3)	60,500	Ruth and Margaret (1)	31,600
Felicia (1)	73,000	St. Ann (2)	12,700
Flow (3)	327,000	St. Anna (2)	6,500
Francesca (3)	15,000	St. Joseph (6)	107,300
Frances C. Deney (3)	225,300	St. Mary (1)	2,200
Frank F. Grinnell (1)	73,000	St. Michael Angelo (1)	1,500
Frankie and Rose (1)	75,000	Salvator (4)	29,100
Geraldine & Phyllis (2)	129,000	San Antonio (4)	13,300
Gertrude Parker (3)	204,000	San Calogero (3)	50,900
Gosson (2)	136,000	Santa Maria (2)	145,000
Guiseppi (4)	10,300	Santa Rita (2)	6,900
Jackson and Arthur (6)	62,800	Santina D. (4)	54,300
J. B. Jr. II (4)	64,100	Sea (2)	228,000
Jennie and Julia (1)	18,000	Sea Ranger (2)	109,000
Joe D'Ambrosio (4)	62,000	Sebastiana & Figli (3)	40,000

Shamrock (2)	103,000	Three Sisters (2)	62,000
Six Brothers II (2)	4,500	Trimembr (1)	10,000
Skillogee (3)	171,000	Two Pals (3)	30,600
Spray (3)	258,000	Vandal (3)	228,000
The Friars (1)	37,000	Wm. J. O'Brien (2)	330,000
Thomas Whalen (4)	432,000	Winthrop (1)	115,000

Gloucester Landings for May

(Hailing fares. Figure after name indicates number of trips.)

Agnes and Myrnie (26)	82,500	Leonora C. (3)	151,000
Alburton (26)	89,000	Little Joe (3)	23,000
Alicia (5)	78,000	Lois T. (26)	125,600
America (1)	45,000	Margie and Roy (27)	89,000
Austin W. (4)	145,000	Marie and Winifred (1)	7,000
Balilla (1)	1,500	Mary A. (3)	63,000
Barbara C. (2)	20,000	Mary and Julia (2)	155,000
Bonaventure (3)	361,000	Mary M. (2)	41,000
Calista D. Morrell (4)	27,000	Mary R. Mullins (2)	85,000
Caroline & Mary (3)	326,000	Mary Rose (1)	113,000
Caspian (1)	22,000	Mayflower (3)	24,500
Catherine (28)	123,500	Muriel and Russell (2)	35,000
Catherine L. Brown (2)	216,700	Nancy F. (3)	75,500
Cayadetta (1)	8,000	Naomi Bruce (27)	147,500
Columbia (1)	220,000	Naomi Bruce II (26)	111,200
Corinthian (1)	123,300	Naomi Bruce III (27)	119,500
Donald and Johnnie (1)	7,000	Natalie III (1)	30,000
Doris F. Amoro (3)	270,000	Newcastle (1)	30,000
Edna Rae (28)	96,500	No More (26)	87,000
Elizabeth A. (1)	30,000	Nyoda (2)	35,000
Eliza C. Riggs (7)	15,000	Old Glory (1)	40,000
Elsie (1)	4,500	Olympia (1)	3,000
Enterprise (27)	117,500	Paolina (2)	102,000
Ethel (1)	20,000	Phyllis (27)	106,000
Ethel S. Huff (5)	27,500	Portugal (1)	73,500
Evalina M. Goulart (3)	228,000	Richard J. (27)	91,400
Eva M. Martin (4)	15,500	Richard J. Nunan (3)	175,000
Eva II (1)	2,500	Richard J. II (4)	6,000
Evelyn G. Sears (2)	91,000	Robert and Edwin (1)	5,000
Familia (1)	8,000	Rose and Gracie (1)	20,000
Frank F. Grinnell (1)	40,000	Rosie C. (2)	13,000
Golden Eagle (2)	213,000	Ruth and Margaret (1)	50,000
Gov. Al Smith (3)	255,000	St. Joseph (2)	34,000
Grace F. (3)	107,000	St. Providence (1)	8,000
Helen M. (2)	130,000	St. Rosalie (2)	60,000
Inca (1)	18,000	Salvatore (2)	185,000
Irma & Virginia (3)	19,000	Sea Hawk (2)	48,000
Jackie B. (26)	156,100	Sebastiana C. (2)	120,000
Jackson and Arthur (1)	15,000	Seraphina N. (1)	30,000
J. B. Jr. (2)	43,000	Seraphina II (4)	48,000
Joffre (2)	184,000	Spring Chicken (2)	164,500
Jorgina Silveira (1)	45,000	Trimembr (3)	8,600
Josephine & Margaret (2)	68,000	Two Pals (2)	14,000
Lady of Good Voyage (1)	96,000	Uncle Guy (1)	10,000



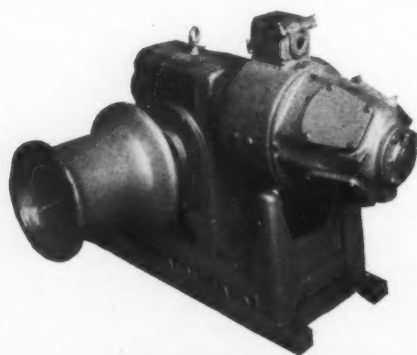
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NEW ENGLAND WINCHES AND HOISTS For The Fishing Industry



Model No. 768

NEW ENGLAND
TRAWLER EQUIPMENT CO.
EASTERN AVE. CHILMARK, MASS.

New Bedford Landings for May

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (3)	74,000	Ivanhoe (2)	89,000
Alden (1)	75,000	Jennie and Julia (2)	62,000
Ali and Milly (1)	10,000	J. Henry Smith (5)	38,000
Alice (3)	23,400	Joan and Ursula (3)	162,000
Alice J. Hathaway (3)	220,500	Katherine and Mary (1)	20,000
Alice May (4)	32,500	Katie D. (1)	55,000
Alice Mildred (1)	7,000	Lillian B. (2)	9,000
Alva (5)	34,000	Linta (2)	95,000
American Eagle (2)	19,000	Little David (1)	4,000
Anastasia E. (2)	38,000	Lousam (3)	42,500
Angie and Florence (4)	126,000	Madeline (3)	43,000
Anna (1)	12,000	Malvina B. (3)	67,500
Anna C. (1)	12,000	Marie and Eleanor (3)	63,000
Anna C. Perry (1)	36,000	Marie and Katherine (3)	74,000
Ann and Marie (5)	39,000	Marquette (1)	16,000
Anna L. (1)	14,000	Martha E. Murley (1)	32,000
Anna O. (3)	31,900	Mary (1)	80,000
Annie Louise (3)	59,000	Mary Alice (2)	18,000
Antonina (6)	210,000	Mary Grace (3)	228,200
Audrey M. (1)	3,500	Mary J. Landry (1)	20,000
Barbara (3)	93,000	Mary M. (1)	9,000
Barbara A. (1)	10,000	Mary W. (1)	80,000
Beatrice and Rose (2)	28,000	Mayflower (4)	67,500
Bessie (3)	32,000	Minnie V. (2)	27,500
Bethlehem (4)	36,500	Misham (3)	33,500
Bethulia (2)	85,000	Morning Star (1)	12,000
Bozo (3)	27,000	Nashawena (3)	51,000
Captain Drum (1)	20,000	N. B. Palmer (1)	20,000
Carlo and Vince	70,000	Palmer Island (2)	16,000
Charles E. Beckman (2)	29,500	Patsy (2)	19,000
Chas. M. Fauci (2)	26,000	Peerless (3)	65,000
Clifton (4)	44,500	Penguin (3)	131,000
Clinton (2)	46,000	Priscilla (3)	15,000
Donald and Johnnie (1)	17,000	R. Eugene Ashley (3)	186,000
Doris (4)	55,000	Reliance (5)	30,500
Driftwood (4)	41,000	Ramona (1)	7,800
Ebenezer (4)	37,000	Richard and Arnold (5)	48,000
E - C (3)	45,500	Rose and Lucy (4)	83,000
Eclipse (3)	26,000	Rose Jarvis (1)	12,000
Edith (3)	34,000	Russel S. (2)	22,000
Eleanor (3)	187,000	St. Ann (1)	48,000
Eleanor May (3)	22,000	St. George (4)	14,000
Elmardo (1)	2,800	St. Michael Angelo (1)	1,000
Elva (1)	15,000	St. Teresa (1)	20,000
Emily C. (4)	38,800	Salvatore & Rosalie (2)	25,000
Emma C. (1)	6,000	Sankaty Head (3)	43,000
Emma Marie (3)	34,500	Santa Maria (3)	68,000
Eunice Lilian (2)	112,000	Santina (2)	18,500
F. F. Grinnell (3)	138,000	Savio (1)	1,500
Frances J. Manta (2)	34,000	Seajep (1)	12,000
Frankie and Rose (3)	47,000	Sal 2nd. (1)	10,000
Fred Henry (5)	77,000	Serafina (3)	39,000
Gertrude DeCosta (2)	33,000	Southern Cross (1)	8,000
Grayling (4)	20,000	Standee (2)	18,500
Growler (2)	117,200	Susie Carver (4)	37,000
Harold (3)	17,000	The Friars (1)	63,000
Hazel Jackson (2)	83,000	Three Sisters (1)	32,000
Hazel S. (1)	17,000	Trio (3)	38,000
Hilda (3)	16,000	Two Brothers (4)	99,000
Hope (4)	71,000	Vincie (1)	4,000
Huntington Sanford (3)	75,500	William B. (1)	8,000
Idlewild (2)	15,000	Wm. J. Landry (2)	37,000
Inca (1)	21,000	Winifred M. (4)	108,500

Scallop Draggers (Landings in Gallons)

Acushnet (2)	2700	Mary E. D'Eon (1)	1500
Agda (1)	1350	New Dawn (2)	3000
Alpar (2)	3000	Palestine (2)	2900
A. P. Andrew (2)	3000	Shannon (2)	2100
Christina J. (2)	3000	Sunapee (1)	800
Dagony (2)	2950	Venture (1)	1200
Four Sisters (2)	3000	Viking (2)	3000
Friendship (1)	1500	Virginia and Joan (1)	1500
Irene and Mabel (2)	2500	Winifred Martin (2)	2700
Louis Thebaud (2)	2100		

Exide New Plastic Battery Retainer

ANNOUNCEMENT of a plastic storage battery retainer manufactured from polystyrene, for use in certain types of Exide batteries, is made by The Electric Storage Battery Company, Philadelphia.

"Development work on the new retainer was started in the Exide laboratories before the outbreak of the war," states L. E. Lighton, Manager, Development and Design Department.

"Extensive field tests were undertaken and Exide was virtually ready to put the new plastic retainer on the market when the war effort of our Allies began to demand the raw material from which it was to have been made.

"This presented a double problem, as the shortage of rubber later made it even more urgent that some way be found to produce the new plastic retainer without drawing upon the supply of another critical material. Work on this newest phase of the development was begun in spite of what seemed a hopeless task with so many plastics being rapidly put on the critical list. However, our research laboratories again went to work on the problem, and the result is the new slotted polystyrene retainer which Exide is now putting on the market."

Great Lakes States Contracting For Rough Fish

THE Illinois Department of Conservation announces that it is making more contracts with commercial fishermen than ever before to remove sizable quantities of rough fish such as carp and buffalo from Illinois waters, ordinarily closed to commercial fishing operations.

At Horseshoe Lake, site of the famed wildlife refuge, many fish have been taken. Charles DeVore, of Cairo, Ill., commercial fisherman who operates the fishing crew under supervision of the Conservation Department field men, has a unique technique developed especially for catching fish in these stump laden waters. Regular equipment used includes the standard wing hoop net with a three inch mesh. These nets are dotted over the Lake and raised regularly.

DeVore's special method includes the use of a comparatively short, not more than 200 feet, drag net with greater than average depth. This net is set in a semicircle and the fish are chased into it by men in other boats. The lead line of the net is then drawn tight and lifted clear of the water. Fishermen in boats at each end of the seine subsequently work toward the center, putting the fish into live fish boxes.

The three inch mesh allows all medium sized game fish to escape. Crappie weighing one pound or under and bass weighing two and one half pounds or less thus escape through the net. This means that all game fish caught are larger than the average.

Minnesota Rough Fish Seined

Rough fish removal operations in Minnesota are yielding much revenue to the State, according to the Minnesota Department of Conservation. Rough fish removal operations in 1941 totalled 3,523,750 pounds, and in 1942 it was 4,048,360 pounds. The 1943 take is expected to be larger. Under the contract plan with commercial fishermen, the fishermen receive a percentage of the profits from the sale of saleable rough fish that they have seined. Rough fish seining is being done in 83 Minnesota lakes this year.

Mississippi River Recommendations

State and Federal fisheries officials made numerous recommendations aimed at increasing the production of rough fish in upper Mississippi waters bordering Wisconsin, Minnesota, Iowa, Nebraska and Illinois at a two-day meeting in La Crosse, Wis.

That the States affected extend every effort to increase the production of rough fish in the best manner possible in all areas where they can be taken.

That the various States affected arrange for holding ponds or corrals to avoid wasting fish during peak production periods.

That the use of corn for feeding rough fish held in ponds and corrals be considered a vital asset to the war effort.

That the WPB and OCF conduct experiments by practical operators in reference to the pickling, dry salting or processing of rough fish, for Lend-Lease and local consumption.

That the States affected permit fishing in closed areas in the Mississippi River.

That the personnel of Wisconsin and Minnesota make recommendations to the two Conservation Departments for the authorization of hoop nets to be used in Wisconsin and Minnesota waters as a means of increasing the production of carp, buffalohead and sheephead South of Lake Pepin in the Mississippi River.

That all legal fishing gear seized should be resold to commercial fishermen.

Michigan Frog Season Longer

Michigan frog legs will be on the menu 15 days longer this year than last, and 25 days longer this year than next, due to a change in the law. The new act does not affect the present opening date of June 1 because it does not become effective until July 30, though next year it will push the opening date back to June 25. The new season closing date of November 15—a 15 day extension of the season—will be effective this Fall, to make this the longest frogging season in many years.

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FISH HOOKS

**The World's Best • They Hook and Hold
Catch More Fish per Strike!!**



Extra Sharp
Points . . .
Finest Quality
Steel . . .
Correctly Tempered



SEA HOOK
RINGED
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LARGE
EYE
RINGED



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SOLD BY LEADING DISTRIBUTORS

WRIGHT & MCGILL COMPANY

Fishing Tackle Manufacturers
1457 YORK ST. DENVER, COLORADO



on Bethanized Trawler Line

The word "bethanized" isn't just a fancy term. It means that the zinc coating is applied to the trawler line by electricity—a process that does not use high temperatures. The results are as follows:

1. Bethanized trawler line is as strong, tough and fatigue-resistant as wire rope that has no zinc coating. Tests prove this.

2. Bethanized trawler line is protected against corrosion by the tightest, purest, most uniform zinc coating ever applied to wire rope.

Use Bethanized trawler line once, and you'll continue to use it from then on. Others have and do.

BETHLEHEM STEEL COMPANY





POWER
for the
Buoy Boats
of the
NAVY

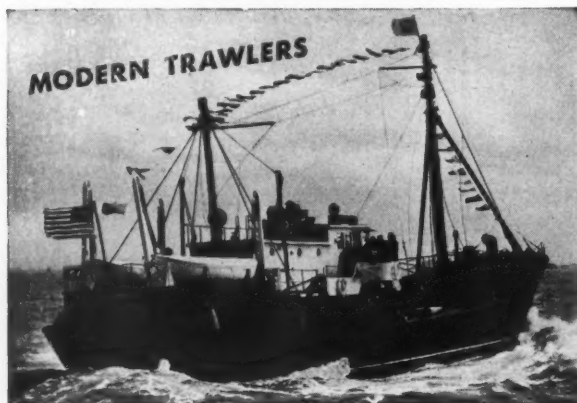


Red Wing
MODEL B—32-40 hp.
MARINE ENGINES

Mine fields, channels, etc. must be carefully marked. That's the job of the Navy's 38' Buoy Boats. Many of them have Model B 32-40 hp. Red Wing Engines. 25 years sea-going service in pleasure and commercial boats have proved their rugged dependability, full power capacity, speed, smooth-

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ENGINES AVAILABLE FOR
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20 Gasoline Models
8 hp. to 125 hp.
Spark Diesel Types
42 hp. to 200 hp.

RED WING MOTOR CO., RED WING, MINN.



... built by BETHLEHEM

Modern Diesel Trawlers recently built by Bethlehem include the *Harvard*, *Princeton* and sister ships for General Seafoods Corp., *Atlantic* and others for R. O'Brien & Co., and the *Shawmut* for Massachusetts Trawling Co. Besides construction facilities at the Fore River Yard, Bethlehem maintains two modern ship-repair yards, the Atlantic Yard and the Simpson Yard, on Boston Harbor.



BETHLEHEM STEEL COMPANY
SHIPBUILDING DIVISION
General Offices: New York, N. Y., and Quincy, Mass.
Boston Office: 75 Federal Street

New Brunswick Herring Absent

By C. A. Dixon

UNUSUAL conditions in the sardine fishing industry in Southern New Brunswick and Eastern Maine continue to puzzle fishermen, boatmen and factorymen, and to cause no little concern about the possible reasons for the absence of fish schools in general throughout much of the territory that always has produced fairly adequate supplies of herring for canning, for three quarters of a century. With the exception of intermittent fishing in the coastal section from Macs Bay to Saint John, no sardines have been caught in the main weir fishing areas since the cessation of purse seining at Grand Manan some weeks ago, and with May eliminated from the picture and yet no promising school of fish in sight, boatmen both from the Canadian and Maine canning centers have had to go far afield for cargoes of herring. Considerable quantities have been brought to the factories from across the Bay of Fundy at St. Mary's Bay, and vicinity, in Nova Scotia, and from Saint John; and a lot of larger sized herring from Shediac, on the Northumberland Strait section of the Province, by motor truck to St. Andrews, thence to the canning centers by boat. The large fish are being put up in round cans and some are being processed in other ways. Quite a lot of the Shediac shipments have also been received at Grand Manan for smoking purposes and for vinegar cure.

Newman & Newman Buy "Elinor S."

After many years Campobello again has adopted vessel fishing as a means of producing more ground fish for hungry markets. The Wilson's Beach firm of Newman & Newman has bought the auxiliary schooner *Elinor S.* from Nova Scotia owners. Capt. Maurice Cline of Wilson's Beach is captain of the newly acquired vessel that will have four dories manned by seasoned fishermen. All are hoping that the new venture will prove a success, and the outlook is promising, with fish in great demand at prices far above anything ever received for fresh fish in this section of the Atlantic coast.

Export Permits

Another change has been made in the export law governing herring shipments, by the Ottawa authorities. The attention of all boatmen and weir owners operating in the waters of Saint John and Charlotte Counties has been called by the export permit branch of the Department of Trade and Commerce to the fact that, effective June 1, permits for export of fresh sea herring will be issued to weir owners only. Boatmen who were issued blanket permits are to return them to the issuing officer for cancellation. Fishermen or others who wish to export fresh salmon to the United States are to apply to Ottawa for a questionnaire.

Weirs and Boats Ready

Although weir building and the fitting up of boats and the supplying of full equipment for the same have been subjected to the general slow-down this year due to a late Spring, everything is pretty well in hand now that June has arrived, and fishermen are ready to do their best during the remainder of 1943 to make the season a record one in regard to production—if the fish will do their part by appearing in greater numbers than usual. All kinds of fish command a ready sale and there will be no lack of money when things get started. Already Charlotte County fishermen broke all records for sales of sardines the first four months of the year when total sales brought the purse seiners more than \$250,000 at Grand Manan.

Lobster Catches Better

Although the lobster fishing fleet of Grand Manan is not nearly as large as in pre-war seasons those who have set their traps (gangs of 400 to a boat in some cases) are doing exceptionally well. Daily catches are better than the average for the past two decades, and with fewer men fishing it is expected that the fishing will hold up until the close of the season. Pounds operated by Owen Morse and other Grand Manan men are being stocked with the shell-fish caught in local waters and lobsters brought in from Nova Scotia. Prices fell off to the extent of five cents a pound toward the latter part of May, but the demand for the fish is steady all around.

Vineyard Fish on Schedule

By J. C. Allen

THIS log of the doings around the shores of Martha's Vineyard Island is written following the traditional "cold May storm" of which old-timers have always spoken, although it misses us occasionally. This year, however, it climaxed a mighty cold and disagreeable month, wherein men darned near froze to death trying to keep warm.

Inshore Run on Schedule

The inshore run of fish, in spite of cold weather and plenty of wind, has been right on schedule and there has been a good supply. Trap gear was overboard as early as usual, and it was the unbelievable truth that a few fish were taken in one set of gear before the setting process was actually completed.

Scup Run Heavy

Scup have run heavy, and the heft of them were large fish. Never worth much of a price in recent years, they sell, nevertheless, and where there is enough of them, it pays to do the handling. Experts tell us that the main reason for the unpopularity of scup is that there is some chemical content in their flesh that causes it to turn dark after it is fileted. The ultimate consumer dislikes this appearance, and will turn to something else. What we rise to ask is, why, for guards sake must the fish be fileted anyhow? For centuries people have eaten fish that was not cut off the bone, and it would almost seem as if they are just as capable of picking bones out of their fish today as they ever were.

Flounders and Pollock on Time

For the rest, the weather seemed not to make a devil of a lot of difference. The flounders struck inshore as early as usual, although they didn't start to bite as soon as they do at times. They ran well, and all hands got a slant at 'em in shoal water. The pollock, too, struck and ran on the ledges and in the rips, and Capt'n Ben Carlton Mayhew of Chilmark, and Linus Jeffers of Gay Head, hauled close to two tons of these fish on drails, in two tides. This is real, manstyle fishing. If anyone doubts it, let him give it a whirl.

Lobstering Off to a Good Start

The lobstering opened up exactly as it did last year, which was a darned good season. Whether this one will pan out the same or not, is another question. But indications at present are that there will be plenty of bait, and when there is plenty of bait, there is always plenty of everything else. It is like the poem about the "great fleas that have lesser fleas upon their backs to bite 'em." For the smallest variety of jelly-like bottom life is eaten by some tiny free-swimming fish. And a larger fish preys upon the first, and so on up the scale. Just where the lobster fits into the scheme doesn't really matter, although some experts say that he catches flounders. Maybe he does, but he favors mussels, too, and mussels do well when the other bottom junk flourishes.

Dragging Slow

Dragging, which is the mainstay of our local fisheries, was pretty slow all through the month. Weather conditions trimmed the fleet down to mighty short weeks, and then when the mackerel and shad struck to the west'ard of us, it knocked the yellowtail market into a cocked hat and put a crimp in almost everything else for a time. Still, the slack period gave the gang a chance to re-fit and paint up, without feeling that they were losing a lot by it, and things will level out in the due course of time as they always do.

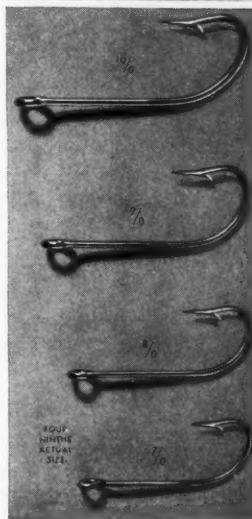
New Boat for Capt'n Poole

Capt'n Donald Poole of Chilmark is having a new boat designed by William H. Hand, Jr., of Fairhaven, to be built by Fred Tripp of Westport. This boat will be 40 feet long, 12 feet in the beam, and draw 5½ feet. It will be powered with a 70 hp. Hall-Scott motor, and equipped with a Hathaway hoist. Quarters for a crew of four will be provided, and the ice-room will hold 18,000 pounds of fish. Delivery of the new craft is scheduled for September 1.

PFLUEGER

PRONOUNCED "FLEW-GER"

Fish Hooks



THREE generations of Pfluegers have built the uniform quality which millions of fishermen know in Pflueger Fish Hooks. All Pflueger Fish Hooks are scientifically tempered and hardened; their extra strength and long lasting finish mean long service that saves work and money.

PFLUEGER

Pronounced "FLEW-GER"

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Akron, Ohio

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52" and LARGER

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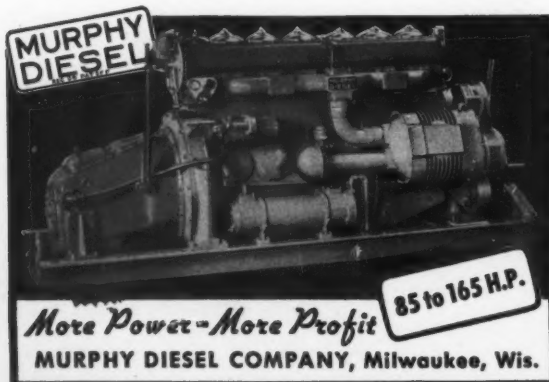
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The New Gloucester Dragger "ROSEMARIE V"

Is modernly designed and
Ruggedly built to meet the
Requirements of successful fishing

N. W. MONTGOMERY & SON
Gloucester, Mass.

Boats of all types Designed and Built



More Power—More Profit

MURPHY DIESEL COMPANY, Milwaukee, Wis.

85 to 165 H.P.



B. B. Williams, chairman of the Cooper-Bessemer board, and
Gordon Lefebvre, president of the corporation.

Lefebvre, Cooper-Bessemer President

ANNOUNCEMENT of the election of Gordon Lefebvre to the office of president and general manager of The Cooper-Bessemer Corporation was released following the annual meeting of the board of directors.

Mr. Lefebvre succeeds B. B. Williams, former president of Cooper-Bessemer, who will remain active in the corporation, continuing his duties as chairman of the board.

In his previous capacity as vice-president and general manager of the company, whose two plants are located at Mount Vernon, Ohio, and Grove City, Pa., Mr. Lefebvre has been particularly active in helping Cooper-Bessemer reach its present high peak in the production of marine engines for the Navy and Maritime Commission, and stationary power units and compressors used by vital war industries. He has also been cited frequently for his efforts in building up friendly relations between labor and management, having co-operated closely with labor-management committees since their inception.

Cooper-Bessemer Promotes Warren

R.S. WARREN, who joined The Cooper-Bessemer Corporation eight months ago as assistant advertising manager, has been promoted to the position of sales promotion manager.

For seven years before joining Cooper-Bessemer, Mr. Warren was in charge of advertising and sales promotion for Invincible Manufacturing Company of Dover, Ohio.

In addition to his regular duties, Mr. Warren will devote considerable time to Cooper-Bessemer's expanding war production drive activities as chairman of the labor-management publicity sub-committee.

New Enterprise Catalog

CATALOG No. 172 is the latest publication of the Enterprise Engine and Foundry Company, San Francisco.

The marine Diesel engines presented include many advanced technical and engineering features which Enterprise is today building for vessels of the United Nations. Nine models are illustrated and described, in addition to illustrations and descriptions of various design features. Among a number of boat pictures are two tuna clippers. Shown also is a specialized remote control system, also a table of ratings, and a chart with dimensions.

Tacker and Carton Opener

THE Markwell Manufacturing Co., Inc., 200 Hudson Street, New York, 13, N. Y., manufacturers of staplers and staples, have brought out two new products: the "RZ" Tacker for tacking tags on boxes, barrels, etc., and for use as a handy all-around tacker, price—\$5.75; and a Carton Opener for opening corrugated cartons, light wooden boxes, cutting rope, scraping boxes, a general handy tool for the shipping department, furnished with flat handle 14½" long and 1⅜" wide, price—\$1.00.

National Supply Employees Set New Records for War Bond Purchases

EMPLOYEES of two plants of The National Supply Company have achieved huge increases in their war bond purchases, according to an announcement by A. E. Walker, president.

In the Second War Loan Drive among the 338 employees of the company's Carnegie, Pa., plant, \$10,375.00 worth of bonds was sold. These purchases were in addition to employees' regular purchases under the Payroll Savings Plan.

In response to a plant-wide drive, employees of The National Supply Company's Superior Engine Division at Springfield, Ohio, increased their war bond purchases under the Payroll Savings Plan by 100%. Bond purchases now average one \$18.75 bond per employee each month with 96.7% of all workers participating.

At all seven of National's plants employees are currently making above-average purchases of war bonds.

The Company has been awarded the Victory Fleet Flag, The Maritime "M" and the Army-Navy "E".

Fourth Award for National Supply

THE National Supply Company was the recipient of its fourth War Production Award on May 19 with the presentation of the Army-Navy "E" to the employees of its Torrance, California, plant. The three previous awards consisted of the Army-Navy "E" at the Ambridge, Pa., and Toledo, Ohio, plants, and the U. S. Maritime Commission Victory Fleet Flag and Maritime "M" Pennant to the Superior Engine Division at Springfield, Ohio.

Presentation of the Award was made to President A. E. Walker by Lt. Col. Lawrence C. Ames, A.A.F. Col. Ames paid tribute to The National Supply Company on its excellent record of achievements in the production of War Materials.

Rear Admiral Jos. R. Defrees, U.S.N. retired, Inspector of Naval Material, Los Angeles District, gave the principal address and paid tribute to the workers and management.

Over 6000 employees and guests were present at the ceremonies which were broadcast over a nine station Blue Net Work Hookup from Station KECA. The U. S. Coast Guard Band directed by Rudy Vallee was a program high light.

"Preferred" Induced Draft-A-Justor

PREFERRED Utilities Company, 33 West 60th St., New York City, have developed an Induced Draft-A-Justor as a result of experience in the installation of Preferred Oil Ranges, Bake Ovens and Water Heaters on all classes of auxiliary craft for the Army, Navy and Maritime Commission. In many instances, because of physical conditions of the installation, the equipment did not work satisfactorily because of insufficient or variable draft.

This new unit, as described in Bulletin No. 825, is applied in the breeching and overcomes insufficient or variable draft and insures a more dependable operation of oil fired galley ranges, bake ovens and water heaters. While this equipment was designed and perfected for application to "Preferred" equipment it can readily be installed in the breeching regardless of what equipment is attached thereto.

Lignum-Vitae Wartime Report

A WARTIME report on Lignum-Vitae has just been published by the Lignum-Vitae Products Corp., 96 Boyd Ave., Jersey City, New Jersey, and is available upon request by interested companies, production engineers, executives, etc.

The report tells a story of Lignum-Vitae, a very hard, resinous wood and a growth of the Tropics, heavy and close-grained, with a density almost equal to iron. The report points out that it is self-lubricating, noiseless, acid resisting and non-contaminating, and explains its use by ship-builders for propeller shafts and rudder bearings, its adaptability for pump bushings and bearings, boat shafts and oyster blocks. These are only a few of its uses which are concisely presented.

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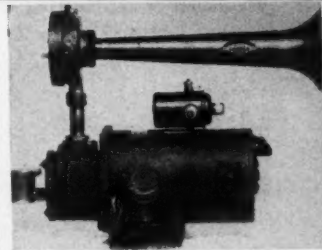
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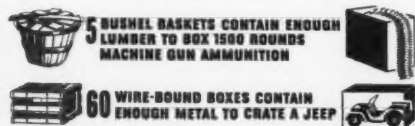
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